

# The National Locksmith

September 2004  
Volume 75  
No. 9  
\$7.00

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(C0-83)

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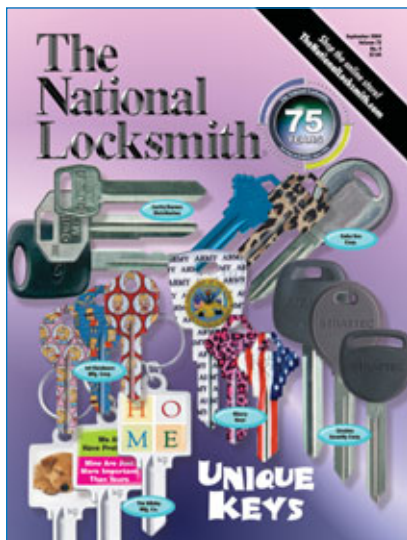
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Circle 219 on Rapid Reply



With the latest rage of personal/designer key blanks and the ever growing transponder key market, Kaba Ilco, Jet Hardware, Klassy Keys, Curtis Barnes, Strattec and Klinky are providing their own unique versions.

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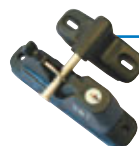
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Circle 237 on Rapid Reply



# COMMENTARY



## *The bad, the good and the Yellow Pages*

*We hate to hear stories like this one, but for every bad locksmith, there are a hundred good ones.*

A Myrtle Beach locksmith has been arrested for using a so-called master key to break into cars. Charles Michael Stanley, 40, was charged with breaking into automobiles, larceny, possession of criminal tools and resisting arrest.

Police say the suspect would open vehicle doors and take the valuables inside before locking and closing the doors. The keys used appear to be tryout or master keys, which are made by vehicle manufacturers to allow dealers to open a number of similar vehicles.

Police say Stanley could have gained the keys through his job as an independent locksmith.

The investigation is ongoing, and Surfside Beach police think another person could be involved.

*Appreciative customers are what our business is all about.*

To the editor,  
I would just like to extend my appreciation to a local business in Coventry for taking the time to help me last Friday. Security Lock, at 1132 Main Street in Coventry went above and beyond the call of duty when I found myself locked out of my vehicle. Having been on my lunch break, the owner, Jerry, allowed me to have my vehicle towed to his business and leave it while I went back to work and then later retrieved my son from daycare. He worked beyond closing time and really made me feel as though I was a valued customer. I would like the public to know, that Jerry Napolitano, the owner, and his associate, Dennis, displayed a great example of how a community business can operate: concerned about the customer and not about lining their pockets.

Thank you Security Lock! You are an awesome business to have in our community.

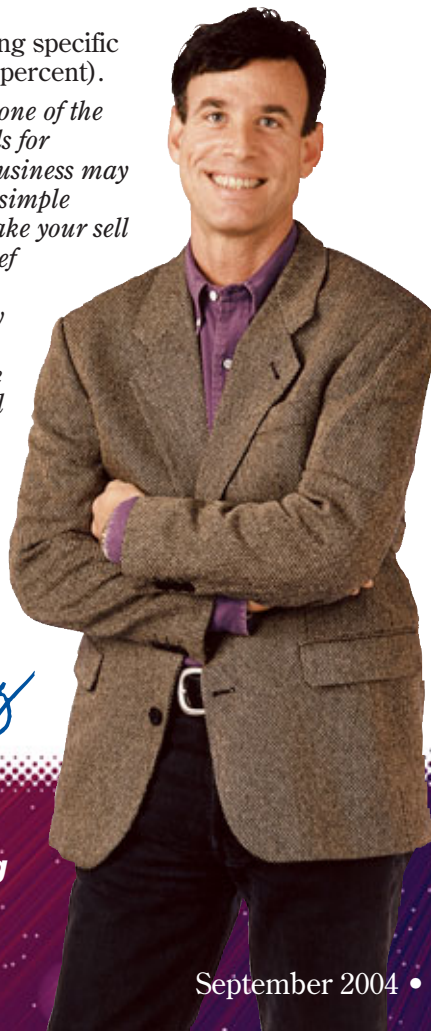
Jennifer Gould

*While the Yellow Pages are certainly not the only means of marketing for locksmiths, a recent study purports to show the effectiveness of this method.*

Whether responding to a family locked out of its car or changing the locks on a new house or office, locksmiths are crucial for both emergencies and everyday security services. According to the Yellow Pages Integrated Media Association (Yellow Pages I.M.A. (R)), 3.5 million Americans refer to the Yellow Pages annually to search for a locksmith, generating more than 32 million look-ups per year. The "Locks & Locksmiths" heading ranks 80th among more than 4,000 Yellow Pages headings.

Changing, repairing or installing locks is the most common service for which consumers reference Locks & Locksmiths, representing 38 percent of the references. Other requested services include unlocking locks (27 percent), making keys (26 percent) and ordering/installing specific types of locks (9 percent).

*Believe it or not, one of the most effective tools for marketing your business may be the cheap and simple business card. Make your sell for you with a brief listing of services, and print them by the thousands. Place yours in the hands of potential customers everywhere, and this small investment will be well rewarded.*



*Marc Goldberg*

**Have questions? Want free technical help?  
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**Marc Goldberg**  
Publisher



# Mango's Message

## What's Your Yellow Pages ROI?

In a recent study done by the Knowledge Networks/SRI Research for the Yellow Pages, the "Locks & Locksmiths" Yellow Pages heading generates more than 32 million look-ups per year, ranking it 80th out of more than 4,000 headings. The study also indicates that locksmiths are realizing a return on their Yellow Pages investments (ROI), as 91 percent of Lock & Locksmith look-ups by individuals result in a purchase or intent to purchase.

Whether responding to a family locked out of its car or changing the locks on a new house or office, locksmiths are crucial for both emergencies and everyday security services. Changing, repairing or installing locks is the most common service for which consumers reference Locks & Locksmiths, representing 38 percent of the references. Other requested services include unlocking locks (27 percent), making keys (26 percent) and ordering/installing specific types of locks (9 percent).

*"Locksmiths have found over the years that the Yellow Pages is one of the best returns for their advertising dollars. Even those who also do other types of media advertising usually include the phrase 'look for our ad in the Yellow Pages,'" says David Lowell, CML, CMST, associate executive director of the Associated Locksmiths of America, Inc. (ALOA).*

Confirming the value of the Yellow Pages for locksmith businesses, 91 percent of Locksmith look-ups result in a purchase or intent to purchase, surpassing the 82 percent average for all Yellow Pages headings, According to Knowledge Networks.

*"When locked out of a car or home, people are grateful to have locksmith information at their fingertips," said Larry Small, director of research for the Yellow Pages I.M.A. "Proving the Yellow Pages high return on investment, locksmith businesses earn \$3 in revenue for every \$1 spent on Yellow Pages advertising."*

Do you believe in the figures given? Do you believe that you get a 3 to 1 return on your Yellow Pages advertising dollar? For some I'd bet you probably do. For others, probably not. I believe it can't hurt to be listed in the Yellow Pages, but the size of the ad and information included is critical to its return of investment (ROI), and many experts believe that Yellow Pages advertising is no longer enough.

More and more, people are going to the Internet to find, learn about, or select products and services, even local ones. That doesn't mean that they will buy online, however, people still prefer to spend their money locally when they can. Even the smallest business can do a better job of being found by those who prefer to use both the Internet and the Yellow Pages directory to make their buying decisions. And, it can be done very inexpensively.

Any small business can establish an online identity that helps buyers find you, such as:

- \* Getting listed in a variety of Internet Yellow Pages (IYP) directories.

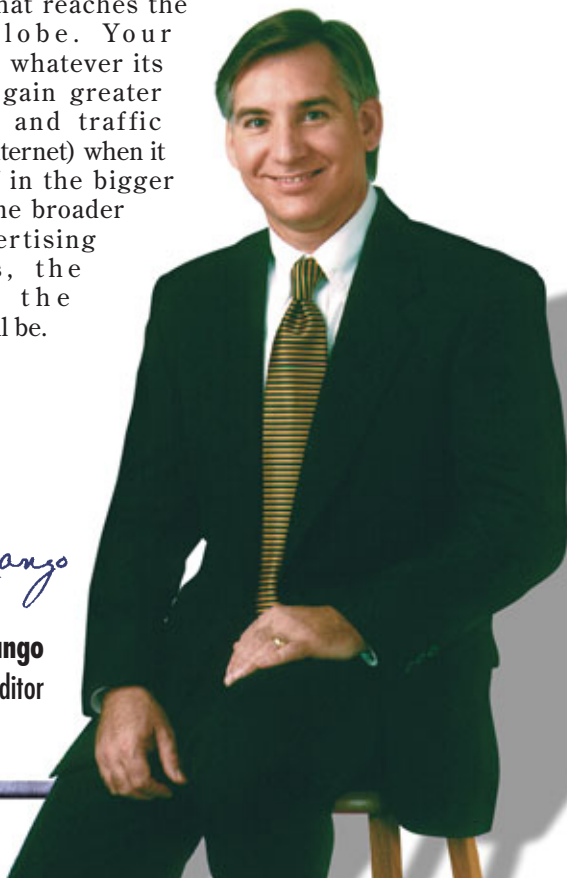
- \* Positioning yourself for a Local Search, where customers use search engines to locate local businesses by town, state, region, zip code.

Expand the exposure of your business beyond your Yellow Pages ad and into a strategy that reaches the whole globe. Your operation, whatever its size, will gain greater exposure and traffic (store or Internet) when it puts itself in the bigger picture. The broader your advertising reach is, the greater the rewards will be.

INL



**Greg Mango**  
Editor





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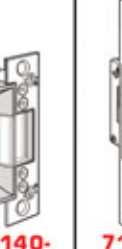









						
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<b>7100-</b> Electric Strike ANSI Rd Cor.	<b>7110-</b> Replaces 002 1-1/2" x 7-3/8"	<b>7140-</b> Electric Strike ANSI Sq. Cor.	<b>71R1-</b> For Pullman Rim Exit Dev.	<b>71R2-</b> For Pullman Narrow Stile	<b>1847-02</b> Sliding Door Hook D'Ltch
					
<b>4560</b> Deadlatch Handle Includes Cam Disc	<b>4565</b> Thumbturn Deadlatch Handle	<b>4590</b> Deadlatch Paddle Push & Pull Models	<b>4591</b> Deadlatch Paddle w/Paddle Dogging	<b>4568</b> Eurostyle Deadlatch Handle	<b>4550</b> MS® Deadbolt Lever

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# LETTERS

## Shame On Both Of You

I am writing in response to "What A Joke" item and the accompanying editor's note from your latest issue.

Being relatively new (3 years) to the industry, I won't comment on the technical aspects of the article. What got me was the manner in which all parties presented their views. I was embarrassed for everyone just reading the piece, realizing that there are locksmiths out there with little communication or "people" skills.

I like working with the public and my communication skills are an important part of generating repeat business. If I expressed myself the way this guy or gal did I'd be well—embarrassed. There may indeed be another way to accomplish the task at hand (access control installation) but how was it delivered?

Now to the Editor's Note. I was impressed with your decision to print that letter. Good, bad or indifferent you print what your readers have to say. Bravo! However, I asked myself, why print this letter? Is this really a publication responding to a reader? Maybe. Was it printed to "strike back" with a close to unprofessional, personal agenda? Possibly. Your readers (such as myself) have a voice and just because someone delivered a message in an unprofessional-personal manner, why "strike back" by replying in obvious anger?

I expect more from your publication and would have liked to see it handled differently. No response would have been better than the one you chose. The key

word is response. Wouldn't it be better to respond than to react?

For me it is technical proficiency, how good I am at the bench, that makes me a locksmith. It is how I interact with the public that makes me a professional. They are the ones who allow me to do what I love.

*Marco Gaban  
New York*

---

**Editors Note:** Marco, you are absolutely correct. I am ashamed to admit that I reacted irresponsibly and unprofessionally. By allowing myself to get caught up in the moment, I just lowered myself by association. Lesson learned.

---

## Anthony J. Hoffman III, CML 1956–2004

Anthony Hoffman III, (A.J. as he is affectionately known) passed away suddenly due to heart failure on Sunday, July 11, 2004 at a favorite beach near his home in Mission Viejo, California. The untimely demise of A.J. Hoffman has been a shock to many in our industry. Many know him as a result of his technical expertise. A.J. was a world renowned expert on antique locks and the history of interchangeable core cylinders and master key systems. He was one of the first hundred to become a CML, and has also served as a member-at-large on the ALOA Board of Directors and for many years as the Curator of the ALOA Museum. A regular instructor across the country for SFIC and LFIC, he was also well known and expert in key blank identification and antique locks.



His contributions to the industry are many, from the technical service manuals at various manufacturers to his involvement as a Co-Chairman of the LIST Council. He wrote for all the industry publications as well as being the President of the West Coast Lock Collectors Association and editor of their publication. An avid lock collector he was also very involved with the Lock Museum of America in Terryville, CT.

**Continued on page 10**



**E-mail Your Views:**  
**natilock@aol.com**

Please include your first and last name.

## The National Locksmith

1533 Burgundy Parkway  
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Attn: Editor

The National Locksmith is interested in your views. We do reserve the right to edit for clarity and length.



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## Letters

### Continued from page 8

His most recent employment was with Schlage Lock Co. as a trainer. He is listed in the Locksmith Hall of Fame and a past recipient of the Philadelphia Award. What many didn't know was that in addition to his interest and contributions to our industry, A.J. was certified as a teacher in Ohio, was fluent in French and German and had a working knowledge of Russian and Spanish. Along with his language interests he was a singer in the past with the Cleveland Orchestra Chorus and most recently participating with the Orange County Light Opera.

A.J. is survived by his wife Vivian. The industry that will greatly miss him.

### Douglas "Scott" Selby's Passing

It is with deep regret that we share the sad news of one of our industry's most innovative automotive tool originators. Douglas "Scott" Selby, entrepreneur, owner and inventor of the Slide Lock Tool Company, passed away May 12<sup>th</sup>, 2004 at age 49.



Known for his innovative spirit, Scott's twenty years in the industry remained constant with one main goal and one motto: Keep it simple, adding car opening tools only when necessary. Equipped with one of the easiest to use and most informative instruction manual available, the 13 piece Grand Master Z-Tool Kit continues to lead the lockout industry.

Working hand and hand with Scott over the years, his wife Bonnie has taken over as Chief Executive Officer and is dedicated to carrying on his tradition of providing the finest quality lockout equipment, as well as it's simplicity of use. Mrs. Selby states: "In all of Scott's years in the industry, his enthusiasm never wavered. We would like to thank all of our dedicated customers for their support and prayers. I know Scott will be greatly missed, not only by family and friends, but by all who have supported and remained our loyal customers throughout the years. Thank You."

### Low-Tech Products

Low tech tools was produced by John Kerr. Mr. Kerr passed away a few years ago and no one picked up the product. I hope this helps.

*Dwight  
Canada*

### Stuck Key

I read with interest the article on page 58 by Ken Holmlund (Feb. 2004) on replacing a Ford 10-wafer ignition. This is usually the problem when a customer ends up with a broken key, sheared as a result of the large ears/wings turning freely.

Fortunately, in most cases, the ignition will turn. I remove the ignition from the steering column to remove the key, then drill two holes,  $\frac{9}{32}$ ", one on each side and peen in short used bottom pins, job done.

No fuss, no muss, no pinning, no re-keying.

*Steve Nyitray  
Ontario*

*P.S. Nice magazine Marc.*

### My Contributions Recognized

Over the years I have been fortunate to have a number of my tips published, and the last two months have found my tips on paper once again. It gives me great satisfaction to know that in some small way I am contributing to an industry that has been very good to me. I appreciate the way the manufacturers have applauded our

efforts by contributing the various prizes. Needless to say, those prizes have enhanced our knowledge base, (in the case of the Tech Train Videos) and our bottom line (in the case of the LaGard combo lock).

Jake, I have found that the information that I get from the Technitips column is something that I find myself returning to year after year as I put practical use on a daily basis. Thank you all for making it a little bit easier for those of us working in the industry.

*Larry Kanzer  
Pennsylvania*

### The Locksmith Xchange

I keep trying to contact a website that was featured in the October issue of *The National Locksmith* to no avail. It is called "The Locksmith Xchange." I tried to list items for sale or get a response from whom ever is running the site. I see only three items for sale and I get no response. Is this a running website or what?

*Ken Wagner  
Pennsylvania*

---

**Editors Note:** We have had no luck ourselves Ken.

---

### Key Blank Information Needed

I recently purchased a Curtis 3000 automatic duplicating machine with the stand and key racks. Now I'm faced with a problem, the racks carry Cole and Curtis keys. I need a key blank directory with pictures like Ilco has, can you help me locate one? I do have the international key blank listings only up to 1998, I need to upgrade.

I enjoy your magazine, thanks so much, I'd be lost without it.

*Gerald Nelso  
Michigan*

---

**Editors Note:** Key blank catalogs and cross-reference information can be acquired from any of the key blank manufacturers, such as Ilco, Silca, Curtis, Strattec, just to name a few, for the asking. Check *The National Locksmith Directory* (December issue) for contact information.

---

**TNL**





Biker Classic Klinky™ #622 I Love My Dog Klinky™ #592 Watching Over You Klinky™ #340 Lost Key Klinky™ #578 Stairway to Heaven Klinky™ #548 American Muscle Klinky™ #586 Princess Klinky™ #246 Skull & Bones Klinky™ #508 Nurse Klinky™ #566 Star of David Klinky™ #338



I Love My Cat Klinky™ #590 Heart to Heart Klinky™ #550 Just Smile Klinky™ #318 God Bless USA Klinky™ #438 Swear to Drunk Klinky™ #574 Virgin Mary Klinky™ #332 Pierced & Tattooed Klinky™ #570 Luck-Key Klinky™ #600 When I'm Good Klinky™ #572 The Beach Klinky™ #546



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Jungle Klinky™ #552 Money Talks Klinky™ #534 Problems Klinky™ #510 War Heroes Klinky™ #608 Country Klinky™ #602 Key to my Heart Klinky™ #364 Bush/Cheney '04 Klinky™ #524 Kerry '04 Klinky™ #526 Gay Pride Klinky™ #358 Born to Surf Klinky™ #488

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Circle 230 on Rapid Reply



# SECURITY

**DROP IN FOR TOOLS,  
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# Cafe

*To see your product featured here, contact Jeff Adair or Debbie Schertzing at 630-837-2044.*

## Corbin Russwin Access 800 Series

The Corbin Russwin Architectural Hardware Access 800 Series is a full range of standalone access control products suited for institutional, commercial and industrial applications.

The motorized, battery-operated, keyless entry system is programmable at the keypad or via software for enhanced features including time zones, user database and prox card access. The Access 800 series is available in a variety of functions and in 100- or 2000-user versions.



The Access 800 series is available as mortise or cylindrical locksets or exit devices. The ML20800 mortise lock is available in four different functions and features a free-floating spindle design. The Grade 1 CL233800 cylindrical lock can be provided with or without key override. It features a one-piece escutcheon and is available in all lever designs.

The Access 800 is also available in the ED5000 Exit Device x N9800, in SecureBolt™, Rim and Mortise options, for use where access control and life safety are required. The ED5000 x N9800, designed with a heavy duty escutcheon, is ANSI/BHMA Grade 1 and UL fire and panic listed.

While a hard-wire option is available for all products, the battery-powered operation features a long life cycle. The mortise lock offers a typical 75,000 operations per set of batteries. The cylindrical lock has slightly longer battery life, at 80,000 operations, while the battery-operated exit device is powered for about 90,000 operations.

## Front Range Imprints Key Tags

Made in America with pride, these quality tags are the perfect way to keep your name in your customer's sight every time they open a door. Choose the No. 1 or Saddle style tag, then pick from 10 colors and a variety of imprint colors to make this promotional key tag uniquely yours. All



colors are in stock and ready to imprint your name, number, and logo! If you don't have a logo, we'll design one for you for FREE. Contact us to receive a FREE sample of all ten colors!

## High Tech Lighted Long Tool

New from High Tech Tools is the new Lightning Rod™ Long Reach Tool. When using a long reach tool to unlock an automobile, one major problem is the inability to see the door lock button at night, or through dark tinted glass in broad daylight. The lightning Rod™ incorporates a self-contained lighted tip, which allows you to see the door lock button easily.





### A-1 Fighting Wedge

A1 has introduced a new fortified, inflatable wedge. The Fighting Wedge (#43) can exert extreme pressure to widen the gap with for inserting your favorite car opening tools. Use for safes, window and door installations, too.



### Jet Hardware Infiniti Key Blanks

Jet Hardware's INFQ45-PHT transponder key blank will operate all Infiniti Q45 automobiles that were manufactured from 1997-2001. According to the manufacturer, the key blank has been thoroughly tested and is guaranteed to operate with all diagnostic equipment currently on the market. Jet says the keys for on-board and diagnostic equipment are equipped with OEM transponders.



### ICLS Key Retainer Device by Ultra Security

The multi-purpose Key Retainer Device (KRD), manufactured by Ultra Security / Xperinetix and distributed exclusively worldwide by ICLS, provides a secure source of visual key control. Once manufactured by BEST, Ultra Security is now crafting a variety of KRD's for numerous applications. The KRD can release a company master only when the authorized employee's key is inserted and retained.

Both SFIC and LFIC versions are available and used especially by hospitals, schools and government facilities. Over 1,000 KRDs have been sold during the past 12 months, accentuating their security value. Also available through ICLS are an array of unique IC tools that are not only functional, but also timesaving.



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## Dorma STA Door Closers

The new STA series door closers from DORMA Architectural Hardware feature corrosion resistant materials and rugged construction, making them ideal for severe climate conditions or where they face exposure to corrosive environments. Suitable for use in seashore and swimming pool areas, offshore oil rigs, ships, chemical plants, sewage treatment facilities, or anywhere rust and corrosion present a problem, the STA series closers deliver smooth, reliable door movement during the opening and closing cycles.

The STA series closers have aluminum alloy bodies with high compression steel springs and hardened racks. The closer pinion, regular arm assembly, main arm, adjustment arm, and rod and shoe are all made of stainless steel. Optional stainless steel full covers or plastic full covers offer additional protection from the elements.

Two models are offered in the line. The STA 8600 door closer features adjustable spring power in sizes 1-6, where the STA 7400 door closer is available in adjustable sizes 1-4 as well as 3-6 if more closing force is desired. Both models match common mounting hole patterns to simplify retrofit applications. STA series closers are listed by U.L. and C.U.L. under their continuing reinspection programs. They are certified to conform to the requirements of ANSI A156.4 Grade 1 and meet the standards of ANSI A117.1 for barrier-free accessibility.



# Framon #2D

Includes FREE Genericode Me!



## We've Taken The #2 Code Machine One Step Further With Digital Readouts!

The Framon #2 has been a locksmith favorite for years. This year, we're proud to introduce a new member of the Framon family, the #2D. Digital readouts take the place of spacing blocks and analog micrometer. Now, anyone can cut a key by simply dialing the machine to the positions found in our Depth & Space Manual!

In addition to the new look, you still get everything in one complete package, just like the #2. Included with the #2D is our Depth & Space Manual, Dial Calipers, a free copy of Genericode Me (full version), and a coupon for your choice of two free cutting wheels.

As with all Framon products, our name is synonymous with quality and durability. The 2D is no exception. A full one year, parts, labor and freight warranty are included with each machine. A wire deburring brush is also included.

*For more information, contact Framon Manufacturing Company at:*

909 Washington Ave, Alpena, MI 49707

E-mail [sales@framon.com](mailto:sales@framon.com)

Phone: 989-354-5623

Website: [www.framon.com](http://www.framon.com)





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or  
Smaller Coin Box  
Guards with  
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Equipment**



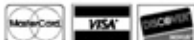
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## Kaba Mas Enters Goods-In-Transit Market

With the introduction of the Gitcon G50, Kaba Mas makes its entrance into the goods-in-transit market. The G50 is the first in a range of mechanical and electronic locks and seals specifically designed to secure over the road and sea shipments.

Constructed from Series 316 stainless steel, the G50 provides dependable, secure locking on containers utilizing either swinging or roll-up doors. Supplied standard with small format interchangeable cores, it will also accept high security cam lock cylinders for added protection against forced entry.



## Kaba Total Access

PowerLever® PROX 9000 – the Only Self-Powered Dual Credential Lock in the Industry

The battery-less PowerLever PROX 9000 combines PIN access with prox card technology to provide dual credential access control for up to 3,000 individual user codes. This is the latest addition to the unique PowerLever line of access control products.

Easy to use software simplifies user management, and battery-less operation reduces the lifetime cost of ownership, and the hassle of regular lock maintenance. The lock



provides access control flexibility with four operational modes – single or dual credential, passage, and lockout – and is compatible with industry leading brands of exit devices. An extensive 23,000 event audit capacity adds security and peace-of-mind.

## Folger Adam Magnetic Locks

Folger Adam Electric Door Controls has introduced a new line of magnetic locks with simple installation and wiring requirements.

The new locks feature dovetailed mounting brackets and internal splice chambers with removable terminal strips for ease of wiring on the new FAM 38 and FAM 68 Series. The new line also offers traffic control, security and life-safety products.

The new product line includes:

**Model FAM 38** - Provides 600 pounds of "traffic control" security and is recommended for applications where physical assault on the door is not expected, like access-controlled interior rooms and secure areas within buildings. Primary benefits of this model are its lower cost and more compact size.

**Model FAM 68** Provides a holding power of 1,200 pounds, while still offering the same built-in splice chamber and bracket mount design as the FAM38. The FAM68 security mag lock is appropriate for exterior and perimeter doors through which criminals could gain entrance to cause substantial economic loss. Entry cannot be forced without special tools or before the door and frame actually gives way.

**Fam82SC Series Model Fan82SC** - is the largest and most powerful mag lock, delivering 1,800 pounds of holding force to stop determined intruders who will often employ special tools in their effort to gain entry. Model Fam82SC is preferred by prisons and detention facilities and functions best on large, high-security gates.



## FASam Series Model

**FASAM** - the Shear Aligning Mag Lock, provides 1,200 pounds holding force. The FASAM mounts fully concealed in wood, steel or aluminum doors providing both high security and an aesthetic, finished appearance. The lock is mortised into the frame, and the strike is mortised into the door. It can be installed in any position on the door top, bottom or side, and is also ideal for swing-through and sliding doors because of its unique engineered design.

**FAIMXD System** - Folger Adam's patented FAIMXD. Integrated Movement Exit Delay system is the next level in fully integrated door exit delay systems. Built around the energy-efficient FAM68SC mag lock, the patented design of the FAIMXD module allows the door to move up to one inch before going into alarm. The lock, initiate device, logic timer and key reset are integrated into one device and concealed by an attractive stainless steel housing.

## A Cut Above...



**ADRIAN STEEL**

**Commercial Van  
and Pickup Equipment**



## HPC Electrify Lock Opening

When faced with a lockout, raking a lock is often the method of choice for gaining entry. While raking can be effective, it is a skill that not all locksmiths have mastered. Even a seasoned professional can come across locks that are hard to open. Applying the correct amount of tension, at the exact moment all of the tension pins line up at the shear line, can prove to be a difficult challenge without HPC's Electropick™. The more times you can move the pins, the better chance you have for the pins to line up correctly.

HPC's Electropick™ bounces the pins hundreds of times a minute. This gives you infinitely more opportunities for the pins to meet the shear line and the lock to open.

HPC's Electropick™ is another innovation of HPC. The Electropick™ was the original HPC's Electropick™ and is still the best. The amount of "bounce" in the pick blade is adjustable, allowing you to modify the action for different locks. It comes complete with 2 straight pick blades, 2 angled pick blades, 1 medium tension wrench, 1 rigid tension wrench, and an AC charger. The chargers are available in 120VAC and 240VAC, and with plugs suitable for Europe, the United Kingdom, Australia, and New Zealand, as well as for the U.S.A., Canada, and the rest of the Western Hemisphere

In addition, an optional 12VDC charger with a cigarette lighter plug is available. Another option is the stainless steel pick blades, available in 14 different styles. Stainless steel provides greater strength and flexibility, in a thinner profile. These blades are perfect for locks with particularly narrow keyways, and for any time you want extra performance.

With HPC's Electropick' you will open locks quickly, efficiently, and profitably. It is an excellent investment for your business.



## Kwikset Kwik-Install™

The innovative Kwik-Install™ design saves time and reduces mistakes with hardware installation. Kwikset™ has introduced a device that significantly reduces installation time, and eliminates common mistakes for door hardware installation with Kwikset UltraMax Security™ doorknobs.

The primary innovation with the Kwik-Install™ device is pre-installed lead screws, which hold the door hardware together, through the door. The pre-installed screws and patented alignment plates significantly reduce installation time and help professionals avoid common installation mistakes

Kwik-Install is featured on all Kwikset UltraMax Security™ products along with concealed screws installation. Kwik-Install, without concealed screws, is also standard on Kwikset Maximum Security™ products.

## Yale Milan™ Lever

The Yale Milan™ is a new lever in Yale's® YH Collection. The Milan is a sleek, contemporary addition to the Grade 2, YH Collection. This sculptural lever is an ideal choice to compliment a modern décor; available in an exciting array of nine distinctive, designer finishes.

Yale's YH Collection offers security, dependability, and convenience, continuing the legacy of finely crafted locks introduced by Linus Yale in 1840. Pre-installed screws, screw guides, and the clean interlocking sub-assembly design offer quick and sure installation. Snap on/off knobs and levers permit scratch-free installation. Push button locking adds convenience, while concealed screws provide everlasting appeal.

A lifetime-limited warranty provides peace of mind for the homeowner. With ongoing product and finish introductions, this expanding collection offers both style and functionality, perfect for any home environment.



# **JET** *HARDWARE* **SMART CLONE**

**W**hen transponder equipped vehicles were first introduced, the automotive world was never going to be the same. The locksmith industry has been desperately trying to keep abreast to this new technology with limited success. Initially it looked as if locksmiths would lose the lock service business altogether to the automotive dealers. Over the past couple of years there has been a ray of light shed on the situation. Great strides have been made in the development of programming and cloning equipment available to locksmiths easing the pain. One of the latest to be introduced is the Jet Hardware Smart clone machine.

The Jet Smart Clone is the first automotive transponder tool that can clone Ford, Lincoln, and Mercury PATS 1 & 2 fixed-value transponder keys. Up until now that was not an option. Added to that, the Smart Clone not only clones Ford, Lincoln, and Mercury PATS 1 & 2 fixed-value

transponder keys, but it can also clone aftermarket transponder keys including the Jet H72-PHT, Ilco H72-PT, Strattec 598333, A1 S72, and the Curtis C20748 as well as future additions.

Making this possible is the new Jet H72-N-PHT transponder key blank. The H72-N-PHT is a uniquely designed key that is equipped with a cloneable transponder chip compatible with the Ford PATS 1 & 2 fixed-value systems. But what makes the Smart Clone even more interesting is the fact that in addition to cloning Ford PATS 1 & 2 fixed-value transponder keys, the Jet Smart clone will also program existing cloneable transponder keys from General Motors, Acura, Nissan, Honda, Infiniti and Mazda. What a great addition.

The Jet H72-N-PHT key blank is a completely new take on transponder equipped key blanks. This Smart Clone transponder key is designed as two components: an electronic bow and a key blade. In the event that an H72-N-

***Continued on page 21***







PHT key blank is miscut or damaged for any reason, the transponder equipped key bow can be separated from the key blade and a new key blade can be attached and used. What a clever idea!

The Smart Clone is not only unique, it is simple and easy to use. To program a key simply insert a Ford family of PATS 1 & 2 key into the Smart Clone. Once inserted press READ on the front of the panel. The machine will indicate on the LED readout when the key has been read. Once the key is read, remove it and insert the Jet H72-N-PHT key blank. Once inserted press WRITE on the front panel. When the writing process is complete you now have a cloned transponder key. An unlimited number of keys can be cloned.

The Jet Smart Clone can be updated when new clonable transponder key blanks are introduced, as Jet will be updating the programming as needed.

The Jet Smart Clone is powered by a 110VAC plug-in transformer equipped with the unit. An optional 12VDC plug is made available for use in the vehicles cigarette lighter.

For more information contact: Jet Hardware Mfg. Corp. Phone: 718-257-9600; Fax: 718-257-0973; E Mail: [keys@jetkeys.com](mailto:keys@jetkeys.com); Web: [www.jetkeys.com](http://www.jetkeys.com). Circle 259 on Rapid Reply. **TNL**

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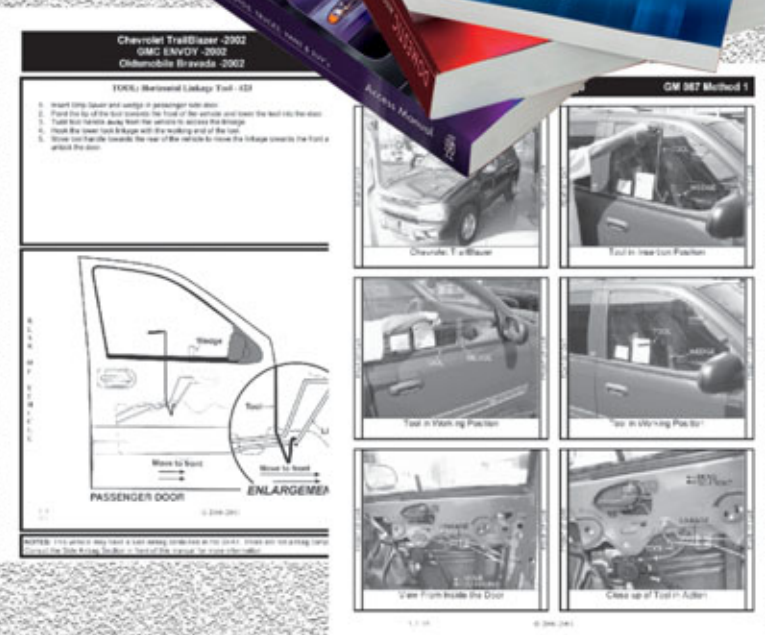


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# UNIQUE

**I**n the key blank business, two segments are growing quite rapidly – specialty key blanks and transponder key blanks. Manufacturers such as Kaba Ilco, Jet, Curtis, Klassy, Klinky, Strattec, Lockcraft & A1, are all supplying either specialty key blanks, transponder key blanks or both, and over the years the growth has been tremendous.

With each passing year the number of vehicles featuring transponder technology is rapidly increasing, to the point that in a few more years every vehicle will require a transponder key to operate. If you plan to continue doing key duplication or vehicle service, stocking transponder key blanks is a must.

Probably the most exciting and interesting thing to happen to key blanks in recent years has been the introduction of specialty/designer key blanks. Featuring unique designs specific to each manufacturer, they make great impulse/gift items and have single handedly contributed to consumer interest in key blanks. Who would have thought that a key blank would be considered exciting?

With the introduction of transponder key blanks and specialty/designer key blanks, the locksmith has much more to offer than simple key duplication.

For more information on such products contact the following manufacturers:

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LOCKCRAFT  
1612 UNION VALEY RD.  
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TRL

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**New for 2004...**

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- Add your own code cards
- Cad cam graphics of keys show Depth & Space
- More vehicle openings
- New code series

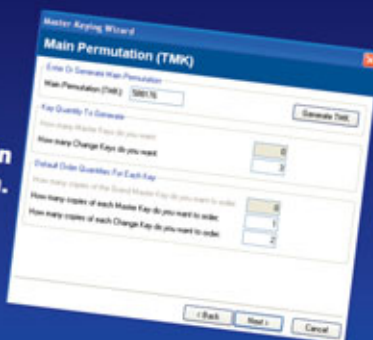
**Additional features...**

- Free internet updates mean no waiting for new codes & features
- Transponder programming info onboard
- Vehicle look up by make, model and year
- ASP part numbers and labor times

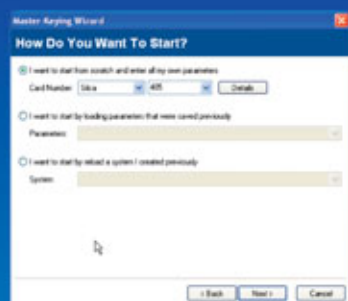


**Create a Master Key System, first window.**

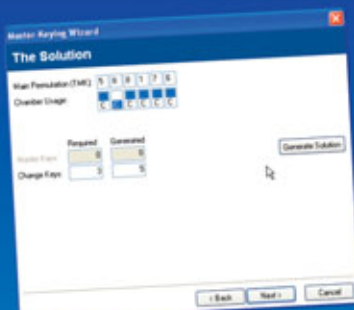
**Main permutation.**



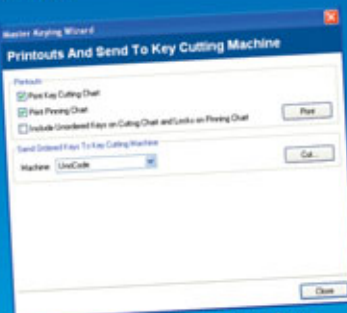
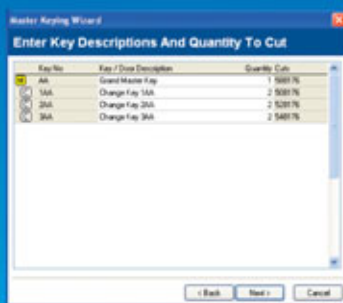
**How do you want to start?**



**The solution.**



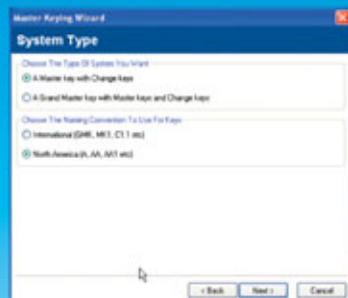
**Key descriptions and quantities to cut.**



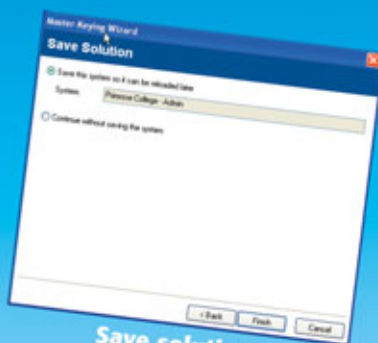
**Printouts and send to key cutting machine.**



**Modify parameters.**



**System type.**



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FEATURE	InstaCode	The Competition
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Model and year	✓	?
Key blank	✓	?
Card	✓	?
Lock type	✓	?
Search on any combination of criteria	✓	?

## DATA

6000 series + 2.5 billion codes	✓	?
99 key blank manufacturers	✓	?
Key blank cross reference	✓	?
Key blank profile pictures	✓	?
Key blank pictures	✓	?
Vehicle opening instructions	✓	?
Transponder programming instructions	✓	?
Complete ASP catalog with color pictures	✓	?
Airbag safety instructions	✓	?
Lock wafer positions	✓	?

## ELECTRONIC MACHINES

Silca UnoCode	✓	?
Silca UnoCode 299	✓	?
Silca UnoCode 399	✓	?
Ilco UltraCode	✓	?
ITL 9000	✓	?
ITL 950	✓	?
CodeMax	✓	?
ECM 200	✓	?

## MANUAL MACHINES

HPC 1200/Blitz	✓	?
HPC Punch	✓	?
Curtis	✓	?
Framon	✓	?
A1	✓	?

FEATURE	InstaCode	The Competition
---------	-----------	-----------------

## FUNCTIONALITY

Add your own code series	✓	?
Make your own code cards	✓	?
Master keying Module included	✓	?
Build a grand master keying system and download it to your electronic machine	✓	?
Password protection available	✓	?
Sort key blanks into desired order for display	✓	?
Find partial biting	✓	?
Progression chart to eliminate wastage	✓	?
Shows picture of cut key	✓	?
Stores key hook for each key blank	✓	?
Stores client information	✓	?
Stores user notes against each series	✓	?
Supports laser and plunge cut keys	✓	?
Your choice of display units (inches or mm)	✓	?
Select manufacturer, model, key blank, etc from list by typing in first few characters	✓	?

## PRINTING

Print HPC Cards	✓	?
Print a whole series	✓	?
Print the current code and it's data	✓	?
Configurable printer and printer paper tray	✓	?
Choose letter or A4 size paper	✓	?

## THE SOFTWARE

Cad Cam drawing of key graphically shows depths and spaces	✓	?
Intuitive user interface	✓	?
Live updates from the Internet	✓	?
Supports mouse and keyboard	✓	?
Microsoft Windows application	✓	?
Licensed to run on 5 machines in the same office	✓	?
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# CAR OPENING

## Tools & Procedures

### High Tech Tools Beating the Cabled Revolution

New vehicles have the locksmith industry wondering, "How can we get into them?" Many of these questions are raised because some of the newer vehicles have cabled linkages, which make for a difficult, sometimes nearly impossible opening.

Let's look back at the original method for opening cars and trucks. In the 1970's most vehicles had a standard lock linkage, which was basically a metal rod bent to fit in the door between the lock mechanism and the lock button (vertical lock button). Although this system was used well over 30 years ago, it is still a major component in many of today's vehicles.

In the 1980's, the automotive industry introduced a variety of methods to keep thieves out of the doors. Manufacturers, such as General Motors, used large shields made of metal, which would block most of the linkage, generally leaving only a small opening where the linkage could be accessed. Japanese auto makers would use small plastic sheaths with netting that would slide along the linkage to prevent a tool from gripping the surface of the rod.

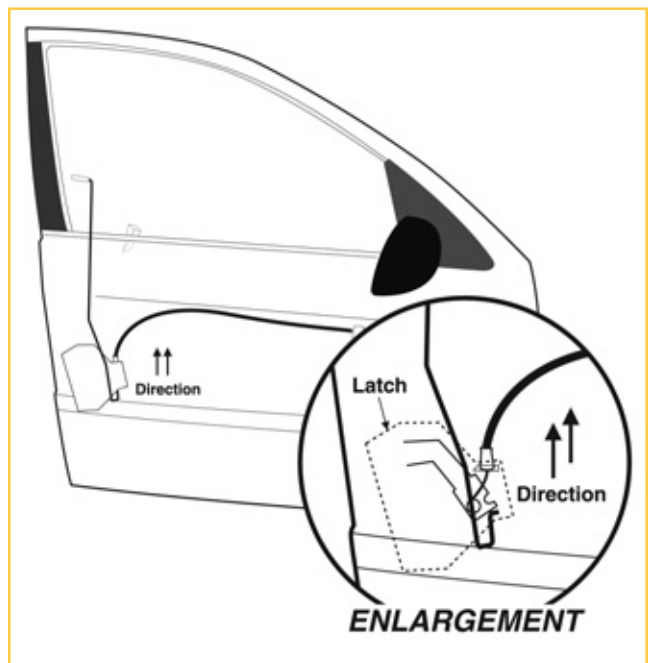
In the 1990's, the automotive industry pulled a stunt no one had suspected. They began using cable locks, which are essentially the same system, but instead of metal lock linkages, they use a piece of cable encased in a piece of plastic sheathing. A close example would be the brake cable of a standard bicycle.



**Figure 1.**

The issue linkages posed was that in an accident, the linkage might crumple, releasing the door, which could lead to serious injury, especially to unrestrained passengers. Flexible cables can move and bend with less chance of releasing the door, or worse, leaving the victim stranded.

Along with adding safety for the passengers of the vehicle, cable locks are a convenient way to keep out amateur thieves. All of this makes the locksmith's job, helping the stranded motorist in the nearby shopping mall, a lot harder. Fortunately, there are ways around these cable problems. Let's look at the different types of cable systems. Some vehicles, such as the Chevy Colorado, GMC Canyon and Ford Focus, have a



**Figure 2.**



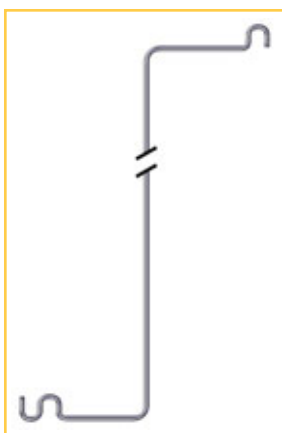


Figure 3.

completely cabled system. Fortunately, they leave an exposed area under the latch mechanism.

Companies, such as High Tech Tools, create special tools to fight the cable revolution. For the Ford Focus you would use the High Tech tool #67 (see figure 1). The tool simply comes up under the latch mechanism, and pushes up

the exposed lever of the mechanism, effectively unlocking the car, saving the stranded shopper (see figure 2). This tool also works on the Chevrolet Colorado and the GMC Canyon.

The next type is the barebones of the cable revolution, focused solely on safety, which has the door handle cabled, but not the lock mechanism. A good example is the Ford Explorer. The work around

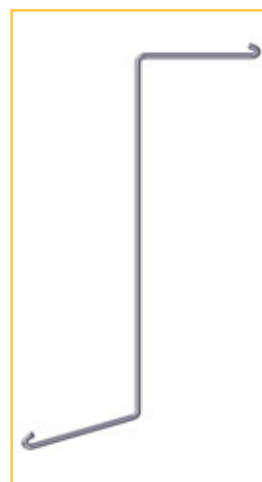


Figure 5.

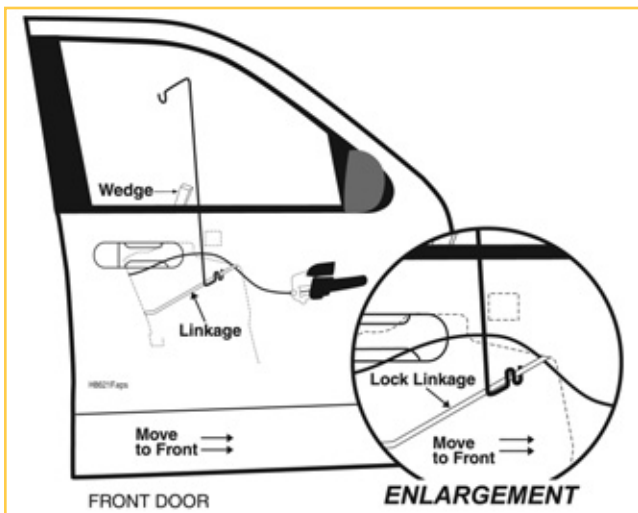


Figure 4.

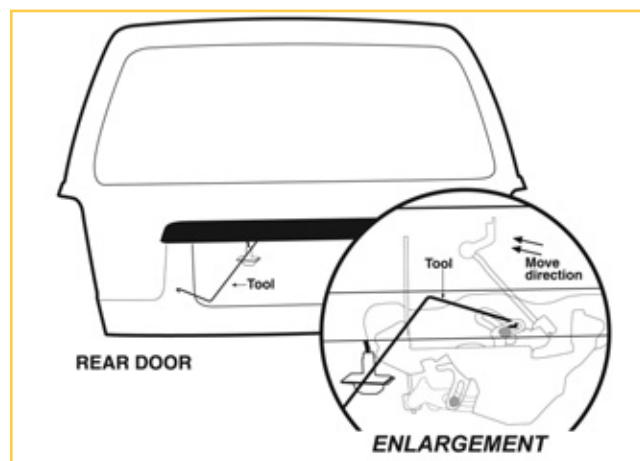



Figure 6.



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for this type of linkage involves using High Tech's tool #86 (*see figure 3*). This tool has a hook that comes up under the linkage rod, binding the linkage and sliding it forward, effectively unlocking the door (*see figure 4*).

The hardest of the three types can be found on the Ford Escape and Mazda Tribute. On these vehicles, the easiest access point is not the front doors at all. Instead, there is another slightly more complicated way, but it will get the job done. After removing the light above the license plate, insert the High Tech's tool #77 (*see figure 5*). Lifting the lever on the lock mechanism unlocks the vehicle, saving the now stranded shopper (*see figure 6*).

Of course, this is only a small view of the cable operated vehicles on the road, but it provides a glimpse on the new cars, and hopefully you will be better off on your next vehicle lockout.

### **HPC Opening the Toyota Highlander**

The Toyota Highlander (*see figure 7*) is equipped with electronic door locks and a flip button to unlock the doors. Pulling on the interior latch will not open the doors, without first unlocking the doors. There are two opening methods for this vehicle. First, use an HPC Under-and-Over Tool. These tools were introduced by HPC over 15 years ago. They quickly became one of the most popular tools, opening many different vehicles.



**Figure 7.**



**Figure 8.**

Slide the tool in between the window and the weather-stripping, under the window. Turn the tool and bring it up slowly on the other side of the glass inside the vehicle. Once inside, manipulate the flip lock to unlock the door. You may find that the weather-stripping around the Highlander's window is a little snug making it difficult to maneuver an Under-and-Over tool. If this is the case, we suggest using the HPC Fishing Pole. The HPC Fishing Pole is a 7-foot long tool with a special end that acts like your hand inside the vehicle.

To use the Fishing Pole, insert an HPC Universal Air Wedge® in the rear passenger side door. You'll find that the rear door's design allows for easy insertion of the Air Wedge®. Once inserted, pump up the wedge separating the door from the frame just enough to see through. Insert an HPC AutoSleeve™ to protect the weather-stripping and the paint (*see figure 8*). Slowly slide the Fishing Pole through the AutoSleeve™ between the two front seats, and straight to the driver's side door panel.

**Continued on page 32**



**Figure 9.**



**Figure 10.**



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The Fishing Pole comes with three different screw-on tips including a bendable posi-form wire loop, a super-pull catch, and a large sure-grip hook. For the Highlander, you will want to use the pull catch. Twist the Fishing Pole so that the catch engages the flip lock, and slowly pull back on the tool (*see figure 9*). This should quickly unlock the driver's side door. If you have difficulty flipping the lock, turn the tool so that the opening of the catch is facing up and position it over the electronic door lock.

Separating the handles on the Fishing Pole will flip the catch end up and down like a fish. Use this action to depress the electronic lock button and unlock the door (*see figure 10*).

### Lock Technology's Grand Master Pick Set

The LT-620 Grand Master Lock Pick Set contains 37 pieces and is the ultimate pick set available today (*see figure 11*). The LT-620 includes: 6-piece import



Figure 11.

rocker set, 12-piece pick set for GM vehicles, 5 piece Ford automotive rocker pick set, 6-piece Chrysler rocker lock pick set, 6-piece set for wafer locks on import vehicles with a harpoon pick for removing broken keys, a tweezer type universal lock turning tension wrench, and an gas cap pick tool.

It includes instructions and is packaged in a custom carrying case.

### PRO-LOK Car Opening Tools

After over 15 years of research, PRO-LOK is offering their new car opening manual (*see figure 12*). This new car opening volume is the one binder, all new, all in one, all you need, PRO-LOK "The Best Damn Car Opening Manual Period!" (*See figure 13*).

The part number for this volume is MABDVOL2003.

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Each manufacturer's section has different colored tabs on the edge of the page for easy look up. For example: Acura has Red tabs and Audi has Blue and so on - it's easy to see where one manufacturer ends and another begins.

All models are arranged alphabetically within each manufacturer's section for super simple look up. For example: If you flip to the Honda section, all of the Honda models are arranged alphabetically and then arranged in order by the years the method covers. So, if we want to look up a 1999 Honda Odyssey, you simply turn to



Figure 12.



## MABDVOL2003

"The Best Damn Car Opening Manual Period!"

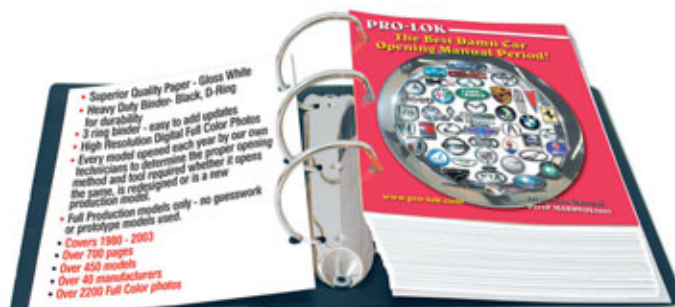


Figure 13.





Figure 14.

the Honda section, flip to about the middle of the Hondas and find the Odyssey pages, which are all together and sequentially numbered. Odyssey page 01 covers the years 1995-1998. Odyssey page 02 covers the years 1999 to present. No gaps, no confusions, no flipping back and forth, so simple to find what you are looking for.

Each page is devoted to one vehicle and contains complete information on the tool and the technique required to open the vehicle. Alternate methods are printed on the same page.

You don't have the right tool? Are you having trouble with the preferred method? At the bottom of each page is an alternate opening method or tool if needed. The Honda Odyssey pages have both a preferred method and an alternate method (*see figure 14*). The Odyssey page 01, which had the same opening procedure for 1995-1998 shows using an AO38 Honda tool as the preferred method on the front passenger door and lifting the vertical rod to unlock the door. The alternate method shows going through the rear door and using an AO43 Back Flip Tool to slide the horizontal rod forward to unlock the door.

The full color photos show very clearly that the horizontal rods are located behind a guard plate. Looking at the photos is like having a camera in the door or X-Ray vision. The Odyssey page 02, which

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Figure 15.

covers opening procedures from 1999 through current, was necessary because the body style changed on this model in 1999 (see figure 15). The door cavity and linkage was changed in a way that the opening method used on 1995 - 1998 models would no longer work.

Odyssey page 02 shows an AO01 Slide Lock Tool as the preferred method on the front passenger door and lifting under the button head inside the door cavity to unlock the door. The alternate method shows using an AO34 MCOT-Narrow Tool on the front passenger door and lifting the button head from inside the vehicle.

If you want crisp clear photos, yearly updates and easy to follow instructions; these are the manuals for you. Each opening method is field tested by our own technicians. Every major model is included.

### Slide Lock's Grand Master Z Tool System

The Grand Master Z Tool System from its conception was designed with simplicity in mind. Keeping car door opening tooling to a minimum has been the central key of its success. It included a fully illustrated manual that is manageable in practice, and simple to use even for the beginner.

The patented "Z" Tool, the single most important component in our Grand Master kit, has proven itself



Figure 16.

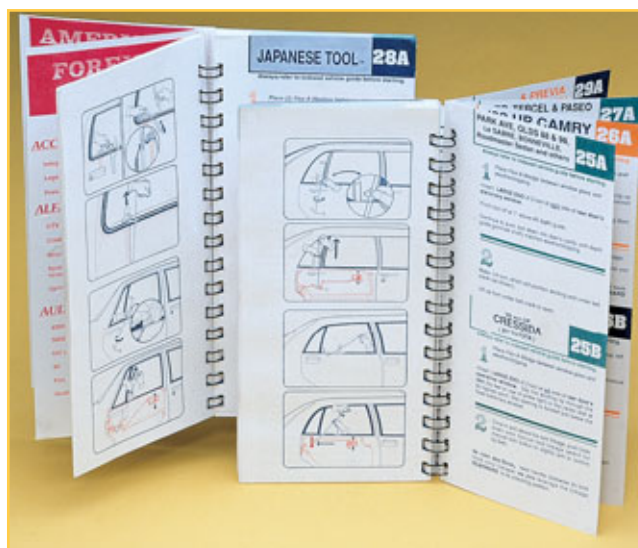


Figure 17.

to be the most valuable car opening asset in the industry with its proven record of being able to handle over 50% of all openings (see figure 16). Often copied and emulated, the original is a high quality, must-have tool that has no true rival. Extensive yearly research makes the updated Z-Tool system manual and our technical support hot line a guarantee to successful openings time and again (see figure 17).

Keeping it simple is the motto Slide Lock adheres to and they only add tooling as a last resort when none of their existing hardware will accomplish the task. Over the years, locking mechanisms have become more advanced and have required new techniques to be developed. The Grand Master System has always met the challenge of these industry changes and pledges to continue, "keeping it simple".

Continued on page 36

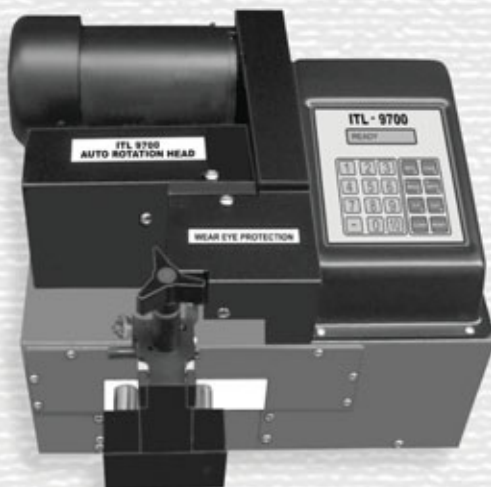


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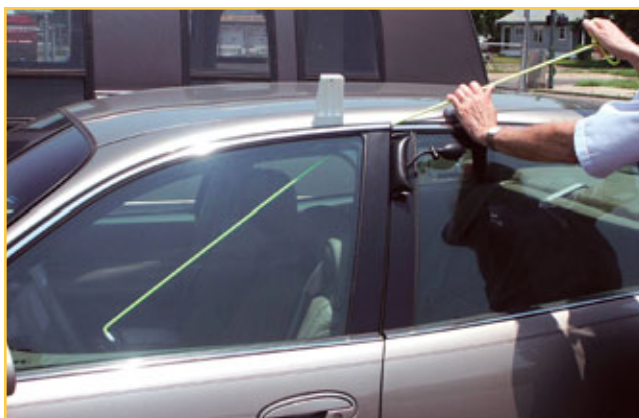
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### Steck Mfg.'s Big Easy Lockout Tool

You have all seen the ads for the BigEasy Lockout Tool. But if you haven't tried the BigEasy for yourself, you may wonder if it is really that easy. Well, the answer is yes.

The BigEasy simply uses a plastic wedge and/or an inflatable wedge to spread the upper rear corner of the door away from the doorframe. The distance from the top of the door to the door latch itself and the thick rubber seals between the door and the doorframe allow the door to spring a considerable distance without damage. A gap slightly over a quarter of an inch is all that is needed for the BigEasy tool to enter.



**Figure 18.**



**Figure 19.**

Once the gap has been opened at the corner of the door, the 54 inch long BigEasy tool is slid in to reach the lock slide, the electric lock button or the power window button (if the car is running). *Figure 18*, shows the BigEasy tool in the car. *Figure 19*, shows BigEasy tool pressing the Unlock button on the inside of the car door. A Lock Knob Lifting strip is also included in the kit for cars with vertical lock knobs on the window frame.

The BigEasy has a big advantage over traditional lockout tools because the locksmith can see everything that is happening. If the lock button or slide is too far down on the door to see through the door window, simply use the BigEasy tool to turn the rearview mirror so you can see the button in the

mirror while you unlock it. The BigEasy also eliminates the problems of damage to the lock linkage and wiring inside of the door cavity.

The BigEasy "Illuminator" is now available with an LED light on the tip to make those nighttime jobs easier. The Illuminator uses two AA batteries in the handle of the tool for long battery life.

The BigEasy Lockout Tool Kit is available in a number of combinations, the original pink colored tool with the plastic wedge and the Lock Knob Lifter Strip. The "glow-in-the-dark" yellow tool (yes, it really does glow in the dark) with the plastic wedge, the inflatable Easy Wedge and the Lock Knob Lifter Strip, or the BigEasy Illuminator tool with the lighted tip, the plastic wedge and the Lock Knob Lifter Strip. A carrying case is also available for the BigEasy and its accessories.

### Steve Young's Unlocking the Nissan 350Z

The Nissan 350Z is a tough vehicle to unlock (*see figure 20*). It's equipped with a cable-operated locking mechanism that defies most traditional tools. To make matters worse, the inside lock control is placed so low on the door that it is way out of the reach of under the window tools. On top of that the 350Z also uses Indexing Glass, which means that the power window motor wedges the window glass tightly into a rubber pad at the top of the door frame. That makes attempting to use a long-reach tool, like the Jiffy-Jak risky because of a danger of breaking the window glass.

The TT-1033 tool from Tech-Train, now a part of Lockmasters, Inc., is the solution to this problem vehicle. Two parts of the tool allow you to accurately measure and place the tip of the tool into exactly the correct position to unlock the 350Z quickly and easily. The handle of the tool is used to position the tool exactly over the weak spot in the latch mechanism, and an index mark on the shaft of the tool assures that you lower the tool to the correct depth inside the door (*see figure 21*).

Once the tool is in position, it is pulled up so that the tip of the tool slips inside the latch. The tool is then used to pull a hidden bell-crank into the

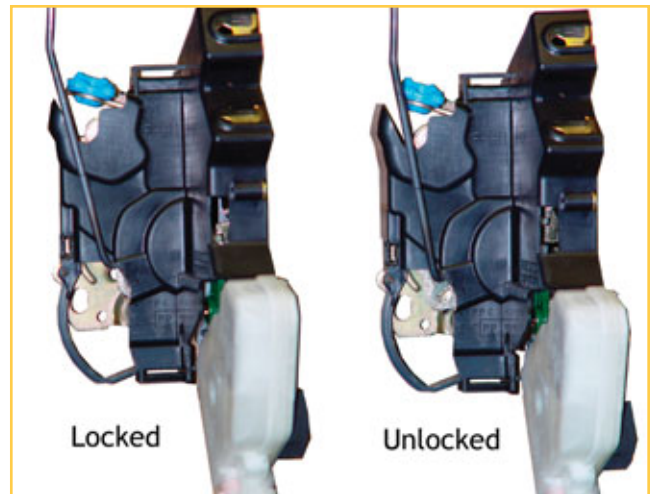


**Figure 20.**





**Figure 21.**



**Figure 22.**

unlocked position, which will have the same effect as operating the power door lock (see figure 22).

The tool can only be used on the passenger side of the vehicle because it takes advantage of the fact that the 350Z is not equipped with a passenger side door lock. The tip of the tool enters the latch at the same point that the lock would be attached if the car were equipped with a passenger side door lock.

From the outside of the vehicle, using the tool requires four steps:

1. Insert the tool at the proper point, which is measured with the handle of the tool.
2. Lower the tool until the index mark aligns with

the top of the weather stripping.

3. Pull up on the tool until it hooks into the latch

4. Twist the handle of the tool counter-clockwise to unlock the door.

The use of the TT-1033 tool will require a careful reading of the instructions and a little practice, but once the tool is mastered, it will allow you to unlock the 350Z in a matter of seconds. The TT-1033 was designed by Steve Young and is available exclusively from Lockmasters, Inc. **TM**

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**W**hy is it important for Universities to consider in-room safes in campus-run housing?

In today's high tech environment, it has become a necessity for students to have access to a computer to compete in the world of higher education. A large number of students have taken to using laptop computers to facilitate note taking in class and communicating with various research options for information.

With the advent of laptops on campuses and the fact that

laptops are very desirable targets for casual thieves due to the sales value of a used computer, it has become necessary for students to be able to secure their laptops and personal property.

Campus police departments nationwide are being included in the loop of attempting to reduce the thefts of laptops and personal property from student's residences. With the high traffic in a residence facility, casual theft is tempting, especially when there are visitors with students in the facilities. Campus police departments, residence life



departments and student affairs have all been called upon to assist in the attempt to reduce theft.

Campus police departments are the front line defense for theft on campuses, and therefore should become familiar with the various ways to reduce theft in residence halls of student's property. As in any business or office environment, it is important to secure ones personal property from potential theft on a cost effective basis. With reference to laptops and many other valuables that the students of today bring into to their higher education environment campus, police departments should be aware and knowledgeable of products designed to deter theft of these items. One key piece to the puzzle is a safe for the students to secure their personal property in to prevent theft of physical property and intellectual property contained on a laptop or PDA.

The presence of a safe in a student's residence not only provides for a safe and secure place to store laptops and personal property, it additionally communicates a message to students and parents that the institution cares about the student and their property. Safes provide clear parameters for theft. If a student's property is taken from a safe, it is breaking and entering, not just a casual theft. The reporting of breaking and entering will assist all police departments in dealing with the scope of the problem.

Breaking and entering must be reported under the Cleary act, while casual thefts do not have to be reported. The statistics that do not include breaking and entering seriously cloud the impression that parents and students receive from an institution. The use of safes will require reporting and facilitate insurance payments when applicable.

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In-room safes are a simple and cost effective way to reduce theft, provide a secure place for students to store their property, reduce instances of theft taking up so much valuable time from residence life and police personnel, and provide a peace of mind for parents sending their children off to school with valuables.

The safe is easily installed into the room either on a shelf, on the floor under a desk, inside room furniture etc. The standard safe is 14" high x 8" wide x 16" deep providing sufficient space for laptops, cameras, watches, PDA's, cash, credit cards and many other valuables. The unit may also be turned so dimensions would be 8" high x 14" wide x 16" deep depending on the installation environment, pedestals are also available for securing the safes to a structurally sound surface.

When the student applies for residence status they can request access to a safe in their room for a nominal fee determined by the institution. The safes typically come equipped with a removable core lock that is inserted into the safe when the student has paid their rental fee.

In addition to key style options for locks, there are also locks available that will allow a student to enter a combination unique to them and change it as often as possible to protect their property, these locks are used in hotel and motel environments as well.

As touched on earlier, the rental fees from the students pay for the safe in a short period of time providing revenue to finance future safes. The revenue produced is substantial and ongoing and goes to the institution's bottom line.

## Overview.

In room safes for college and university students is no different than for hotel guests. Security must be provided for an individual's property while they are in residence in a facility. The ability to provide the safes and have them produce rental income on an ongoing basis makes the program a win win for all involved and reduces any need to file lengthy reports or insurance claims. **TNI**

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# Ignition Lock Removal & Disassembly

Last month we covered the door lock removal and disassembly. This month we cover the ignition lock removal and transponder key programming.



The active retainer must be depressed for ignition removal. To do this you must first remove the steering column shroud, move the steering column wiring harness to gain access to the PATS transceiver ring, and finally remove the PATS transceiver ring to allow access to the active retainer.

Removal of the ignition switch shroud is fairly easy. Remove the two Phillips screws that hold the shroud together and separate the two shroud halves.



The ignition lock on the 2002 Ford Explorer is similar to the ignition found on many new Ford's, including the Focus and Escape. This side-bar ignition uses an active retainer. The ignition is Strattec part #707592.



Then remove the rubber grommet around the ignition lock.

**Continued on page 42**



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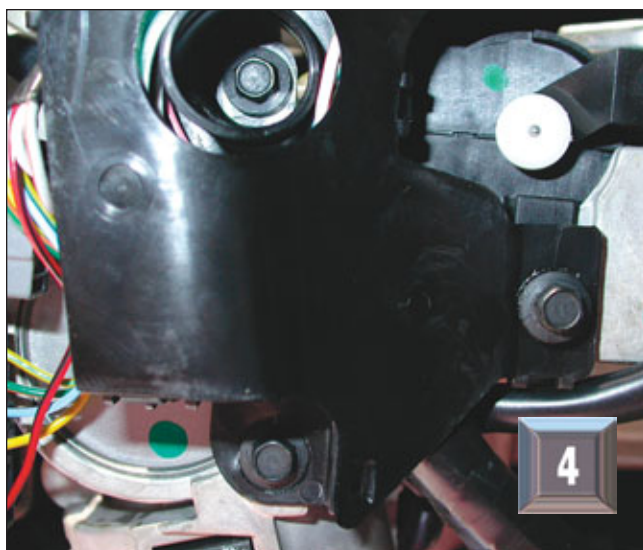
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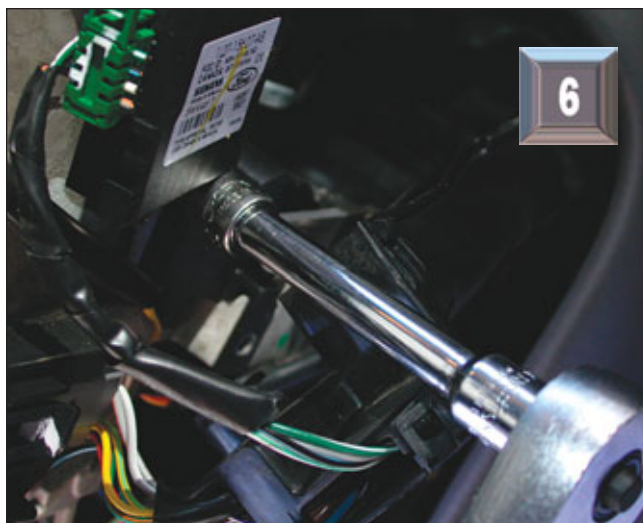
Next, you will have to move the wiring harness that is secured to the bottom of the steering column. The wiring harness is held in place by a plastic cover and three 7/32" screws that go into the column. This is the view looking directly upward at the bottom of the column.



After the harness is loosened, you have access to the one 7/32" screw that holds the PATS transceiver module in place.



With the key somewhere between "Accessory" and "On" the active retainer can be depressed and the cylinder removed.



Remove this screw and the transceiver module slips off the front of the ignition lock housing revealing the active retainer.



Disassembly of the ignition cylinder is easy. Use a pair of snap ring pliers to remove the "E" clip on the rear of the lock. Note the position of this clip, it must be positioned correctly for the lock to go back in the housing.



The cylinder was held in rather tightly and I needed to pry outward on it, while at the same time pulling on the key.

**Continued on page 44**



# Never Turn A Customer Away



**The Punch Machine™**  
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**Blitz™**  
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**Switch Blitz™**  
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**CodeMax®**  
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**Drill Mill**  
No. DM-500



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No. TKM-90

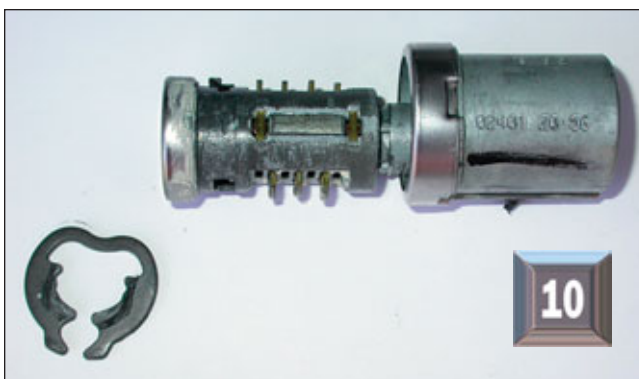


**Econo  
Tubular Duplicut™**  
No. 747E



**Tubular Duplicode™**  
No. 747XU





Once the clip is removed the plug can be taken out.

## Key Programming with the T-Code

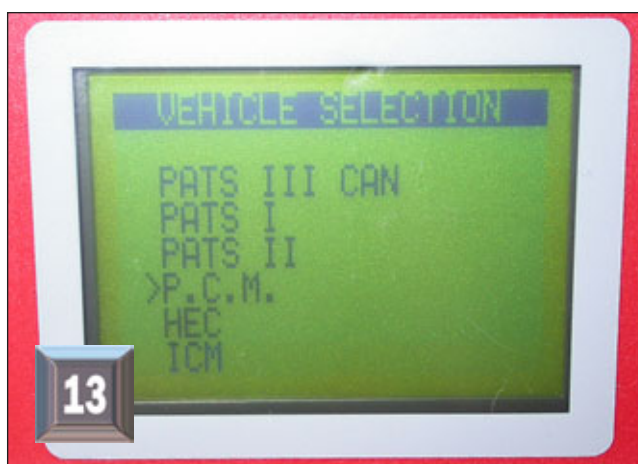


The plug and tumblers 2-8 can be seen.



The 2002 Ford Explorer requires the use of a scan tool for key programming. I will be using the T-Code and Strattec key 599114 in this example, although other programming tools and key manufacturers blank such as by Jet or Ilco can be used.

The diagnostic link connector is located directly in front of the driver, slightly behind the kick-panel. After connecting the T-Code and entering my password, I selected "Ford" from the vehicle selection menu.



You must now select the correct programming protocol. Per the directions for the T-Code, P.C.M. (Powertrain Control Module) is selected.



PATS 3 SCP will appear.



Then select "Special Functions."

Continued on page 46



# JET

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\* RENT IS PAID QUARTERLY FOR ONE YEAR.  
LIMIT ONE OFFER PER CUSTOMER.

**MAKING FIRST KEY:** continued...**21** 2002-2003 FORD EXPLORER - continued**New Body Design:** (Door lock in the handle.)**READ ME**

- Early production 2002 Explorers had a sidebar ignition lock with tumblers in positions 2 thru 8. Early production ignitions had a plastic retainer. The large clip on the back of the lock cylinder holds the cylinder in the steering column housing. When the lock cylinder is turned to the ON position the cylinder can be removed. Under high heat summer conditions the cylinder could be pulled out when turned to the ON position without depressing the cylinder retainer. The newer design of that lock solved that problem by having a metal retainer instead of plastic.
- At this time it is difficult to determine when the use of these locks were discontinued and the newer design was implemented. Keep this in mind when making a first key to a 2002 Explorer with a production date before 11/01. **See Next Page.**
- There is no passenger side door lock and no rear hatch lock on the new body design.
- The access hole for the retainer for the ignition lock is covered by the PATS module and a wiring loom at the 6 o'clock position. You will need a 7/32 socket to get the wiring loom out of the way.

**Method #1****Early Production:**

The original Ford 8-cut EEZ-Reader cannot read the last tumbler in the door lock. Determine cuts in positions 2 through 6, and then progression the remaining cut in the door for position 7. Next, progression the remaining cut in the ignition lock for positions number 8. There is also a new version of the EEZ-Reader that can read the last tumbler in the door lock.

**Regular Production:**

The original Ford 8-cut EEZ-Reader cannot read the last tumbler in the door lock. Determine cuts in positions 2 through 6, and then progression the remaining cut in the door for position 7. Next, progression the remaining cuts in the ignition lock for positions 1 & 8.

**Method #2**

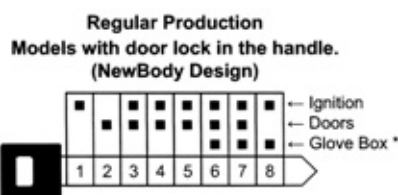
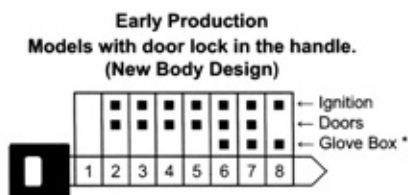
Use the Ford (Lincoln) "LS" 8-Cut Determinator™ and then progression the missing cuts. 

**Method #3****Early Production:**

Disassemble the door lock to determine cuts in positions 2 through 7, and then progression the one remaining cut in the ignition for position # 8.

**Regular Production:**

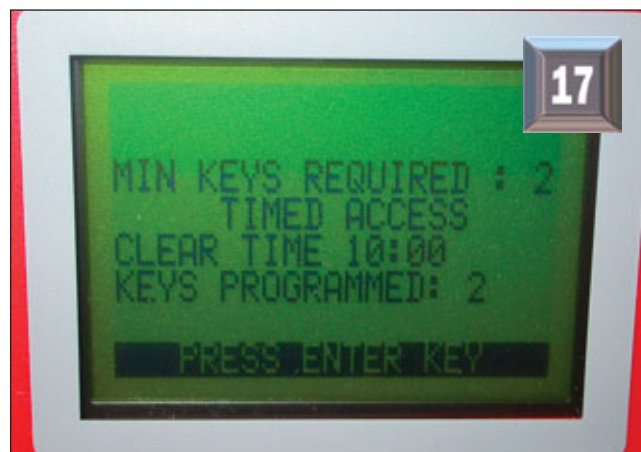
Disassemble the door lock to determine cuts in positions 2 through 7, and then progression the two remaining cuts in the ignition for positions 1 & 8.



\* If so equipped



Then "Add Key."




The T-Code then goes through a series of prompts and into the 10-minute timer.




## SPACE AND DEPTHS: continued...

<b>C</b>	CODE SERIES: 0001X- 1706X (New Ford 8-Cut)							
<b>Bow</b>				<b>STANDARD SPACING</b>				<b>Tip</b>
1	2	3	4	5	6	7	8	
.854	.753	.661	.569	.477	.385	.293	.293	
<b>Bow</b>				<b>FRAMON SPACING</b>				<b>Tip</b>
1	2	3	4	5	6	7	8	
.405	.497	.589	.681	.773	.865	.951	1.050	
								<b>Cut to Cut: .092</b>
<b>Key Blanks:</b>		ILCO: H75, 1196FD, H72PT, H74PT, H86PT		JET: H75, H72PHT, H74PHT, H86PHT				
<b>Reed Codes:</b>		N/A		<b>HPC 1200 CM</b>		CX101		
<b>Curtis Clipper:</b>		Cam: FORD-5	Carriage: FORD-5	<b>ITL MFG:</b>		522		
<b>Pak-A-Punch:</b>		PAK-F3		<b>M.A.C.S.:</b>		2		
<b>NOTES:</b> FRAMON—Lay top stop clip flat against left side of vise, then tip stop key against clip. Set first cut at .405".								



**DEPTHS**  
 1 = .354  
 2 = .329  
 3 = .304  
 4 = .279  
 5 = .254



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## MAKING FIRST KEY: continued...

21

2002 FORD EXPLORER -- New 8-Cut, T-Code or NGS is Required

There are two steps:

> First, you must make a mechanical key

> Second you will need to program in the new P.A.T.S key. Must have T-Code or NGS tester.

### STEP ONE: MECHANICAL KEY

READ ME

There are two different body designs for 2002 models of the Explorer. There are also two different tumbler arrangements for the two different body styles.

The New body design has the door lock cylinder in the handle. The Old body design has the door lock below the handle.

Some early versions of the ILCO & CURTIS Metal-head keyblanks were not made to OEM standards and do not go all the way into the door locks. They stop short about .040". The angle on the tip is wrong.

**Old Body Design:** (Door lock below the handle.)

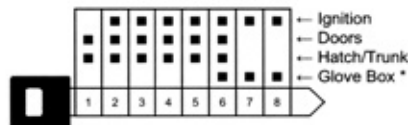
**Method #1** Use EEZ-Reader in door lock to determine cuts in positions 1 through 6, and then progression the two remaining cuts in the ignition for positions 7 & 8. Or, disassemble the glove box lock for the remaining two cuts.

**Method #2** Use the Ford 8-Cut Determinator™.

**Method #3** Use tryout keys:  
> Baxter Systems tryout set 96 (ign & trunks) or tryout set 88 (doors)  
> Aero Lock TO-82 (Doors), TO-92 (Ignition, Doors & Trunk).

**Method #4** Disassemble the door lock to determine cuts in positions 1 through 6, and then progression the two remaining cuts in the ignition for positions 7 & 8.

Models with door lock below the handle.  
(Old Body Design)



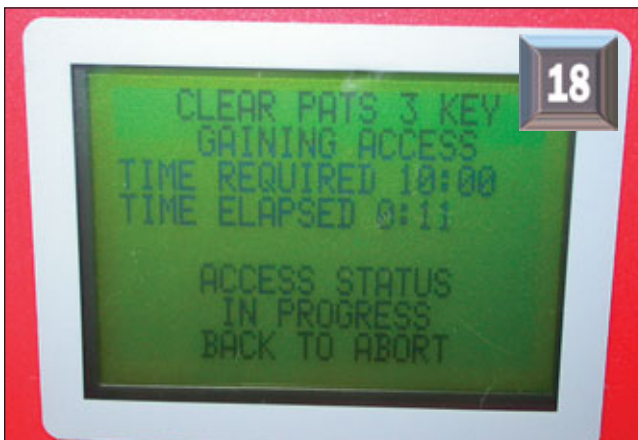
\* If so equipped

Sport Trac Models with a factory Tonneau Cover have tumblers in positions 3 thru 8.

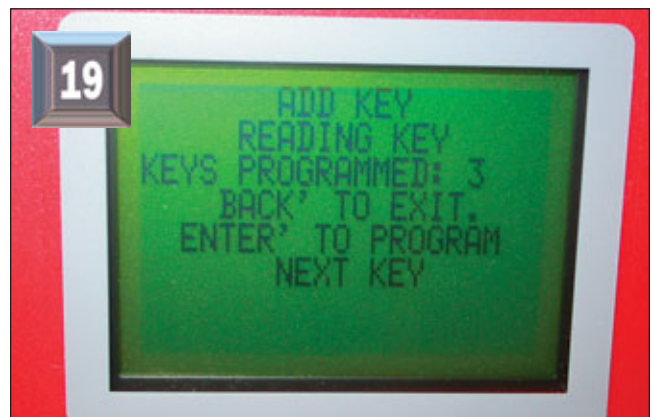
### NEW FORD 8-CUT 1996 & ON—PROGRESSION CHART

To progression the remaining cuts for the ignition in positions 7 & 8, determine what the depth is in position number 6, which is found in the door lock.

#1 DEPTH				#2 DEPTH				#3 DEPTH				#4 DEPTH			#5 DEPTH		
TRY 1	TRY 2	TRY 3		TRY 1	TRY 2	TRY 3	TRY 4	TRY 1	TRY 2	TRY 3	TRY 4	TRY 1	TRY 2	TRY 3	TRY 1	TRY 2	TRY 3
12	22	32		12	22	32	42	12	22	32	42	22	32	42	32	42	53
13	24			13	23	33		13	23	35		23	33	44	33	43	
23	34			23	24	43		23	24			24	43		34	44	
33	35			33	34			33	34			34	53		35	54	
				35	44			43	44			35	54		45		
				45				53	45			45			55		
								54	55			55					



Clear PATS 3 key will appear.



After the 10 minutes elapses, push Enter to add the additional key and the process is completed. **TNL**





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## Car Opening

### Exposed

Examples from "The Best Damn Car Opening Manual Period!"



**ES 300 03**

**YEAR:** 2002 -

**LINKAGE:** HORIZONTAL

**PICK:** CW DSO HIGH SECURITY

**TOOL:** AO-34 "MCOT-Narrow"

**LEXUS**

**PREFERRED OPENING METHOD**

This model was redesigned for 2002. This vehicle has cable linkage. This model opens the same as the Toyota Camry.

1. Insert a Pump Wedge at 11" from the front edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert an AO34 "MCOT-Narrow Tool" at 6" from the front edge of the window glass, tip facing forward. (Photo 2)
3. Lower the AO34 14" into the door cavity. Rotate the tool beneath the bottom edge of the window glass. Deflate wedge.
4. Lift the tool, gradually working the tip of the tool into the vehicle interior. Rotate the tool 90° counter-clockwise and position the tip of the tool in front of the manual lock-unlock button. (Photo 3)
5. Rotate the lock-unlock button rearward while lifting the door handle at the same time to unlock the door. Use remote to turn off alarm.



**ALTERNATE OPENING METHOD**

1. Insert a Pump Wedge at 14" from the front edge of the window glass of the front passenger door. Inflate wedge.
2. Insert an AO34 "MCOT-Narrow Tool" at 6" from the front edge of the window glass, tip facing forward.
3. Lower the AO34 into the door cavity. Rotate the tool beneath the bottom edge of the window glass. Deflate wedge.
4. Lift the tool, gradually working the tip of the tool into the vehicle interior. Rotate the tool 135° counter-clockwise and angle the handle of the tool forward 45° to position the tip in front of the manual lock-unlock button. (Photo 4)
5. Rotate the lock-unlock button rearward to unlock the door. (Photo 4)



\*This model has an automatic relock system of 3 seconds. After opening, reset the system with key in driver door.  
Lock & unlock with key or car will not start.





## G-Class 01

YEAR: 2002 -

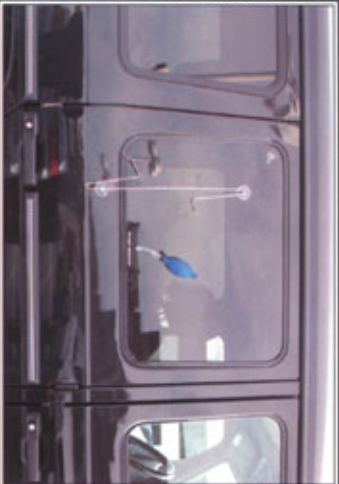
LINKAGE: VERTICAL

PICK: CCW DSO HIGH SECURITY

TOOL: AO-45

"Loop-D-Loop™ Tool"

MERCEDES



### PREFERRED OPENING METHOD

1. Insert a Pump Wedge at 10" from the rear edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert the long end of an AO45 "Loop D Loop Tool" at 6" from the rear edge of the window glass, tip facing rearward. (Photo 2)
3. Lower the AO45 into the door cavity. Rotate the tool beneath the bottom edge of the window glass. Deflate wedge.
4. Lift the tool, gradually working the tip of the tool into the vehicle interior. Rotate the tool to position the loop of the tool over the lock-unlock button head. Twist the tool clockwise to bind the button head. (Photo 3)
5. Lift the button head to unlock the door. Alarm will go off. Use remote to turn it off.

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## 70 Series 03

YEAR: 2001 -

LINKAGE: VERTICAL

PICK: CCW PAS HIGH SECURITY

TOOL: AO-38

"Honda Tool"

VOLVO



### PREFERRED OPENING METHOD

This series was redesigned in 2001. The S70 sedan was discontinued, replaced by the S60. This method is for the V70 wagon and XC70.

1. Insert a Pump Wedge at 9" from the rear edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert an inspection light into the door cavity at 8" from the rear edge of the window glass and identify the vertical rod that extends down from the interior door lock button.
3. Insert the small hooked end of an AO38 "Honda tool" at 3" from the rear edge of the window glass, tip facing rearward. (Photo 2)
4. Lower the AO38 into the door cavity. Hook the vertical rod in the tip of the tool. Twist the tool to bind the rod. (Photo 3)
5. While maintaining twisting pressure, lift the vertical rod gently to unlock the door.

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### ALTERNATE OPENING METHOD

1. Insert a Pump Wedge at 8" from the rear edge of the window glass of the rear passenger door. Inflate wedge.
2. Insert an AO33 "MCOT-Separator Tool" at 1" from the rear edge of the window glass, tip facing rearward. Insert the long end of an AO45 "Loop-D-Loop Tool" at 3" from the rear edge of the window glass, tip facing rearward.
3. Lower both tools into the door cavity. Rotate both tools beneath the bottom edge of the window glass. Deflate wedge.
4. Lift the AO33 into the vehicle interior (working the tip of the AO45 into the gap created by the AO33). Rotate the AO45 45° clockwise and position the loop of the tool over the interior button head. Twist the tool to bind the loop onto the button head. (Photo 4)
5. Lift the button head slowly to unlock the door.





### AMSEC'S BF DESIGN

AMSEC, now offers the highly respected "BF" design, the BF6030, in their gun safe products. This product offers features that are unmatched within the gun safe market.

This revolutionary gun safe is protected by a 4-1/8" thick door with a 1/2" plate of solid steel and an inner steel liner. The 3/4" thick body also contains inner and outer steel plates. The steel in both the door and the body enclose the unique "BF" proprietary fire and burglary resistant technology. This product doesn't contain out-

dated gypsum board as fire protection, but the overall weight is comparable to other safes.

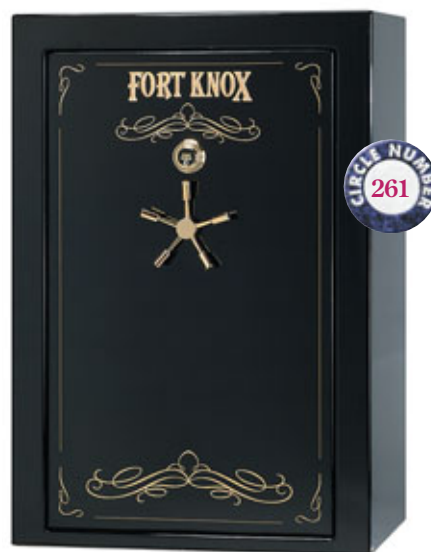
The next generation of gun safes is the "BF" design! AMSEC is preparing the first manufacturing facility to produce this design in four popular gun safe sizes offering various colors and decorative hardware options.

The "BF" gun safes by AMSEC will provide the dealer with good profit margins and easily promotable product advantages the consumer will appreciate and invest in.

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rity for an inexpensive price is not the way Fort Knox builds safes. Compare the rest, and then buy the best.

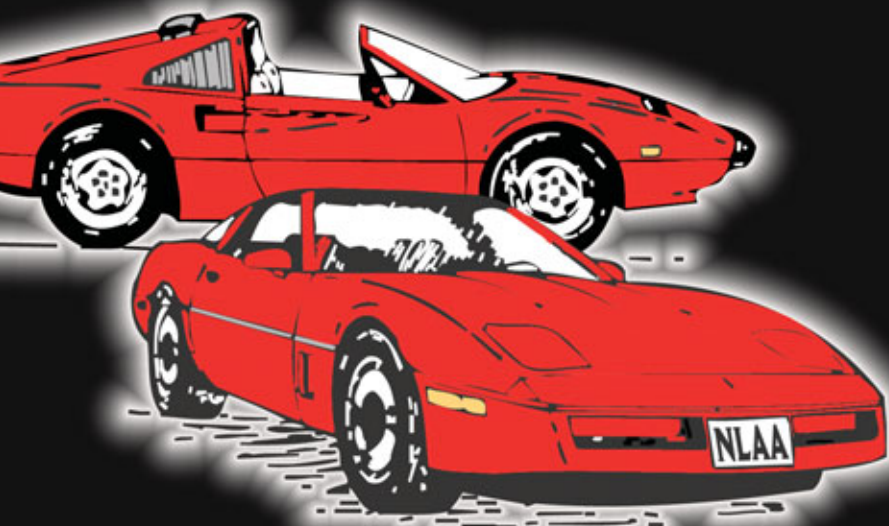
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**Continued on page 54**







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# WAFER TUMBLER READING

## PART 1



by  
**Sal Dulcamaro,**  
**CML**

**I**t has been quite a long time since I have worked on a technical how-to article series. While I will continue to do product-oriented articles, I think it is about time that I got back to a teaching format to cover some important locksmithing skills. This first series of teaching articles will cover the subject of tumbler reading. In part 1, I will focus on the background and general principles of this not very widely practiced skill. While visually deciphering tumblers is possible for more than one type of tumbler, this series of articles is specifically about reading disc (wafer) tumblers.

Over the years, I have taught locksmithing from the very basic principles and skills to the more advanced subjects and specialties. When I cover the basic skills, I generally break down lock types by the type of tumblers used inside. For each lock or tumbler type, I break down the nomenclature and basic mechanics of the locks and their

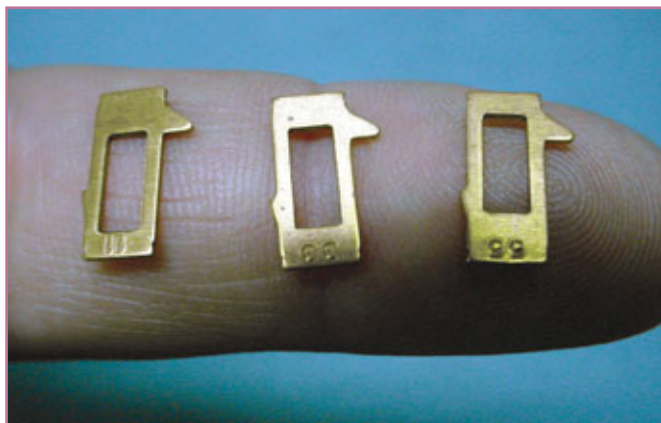
interaction with keys. I deal with assembly, service and key fitting techniques. For any type of lock, it is rare that there would only be one method for key fitting. As such with disc tumbler locks, there are quite a few different methods that are effective for fitting keys. Some methods are quite similar to methods of key fitting for other locks with other types of tumblers. Other methods, such as tumbler reading, take advantage of certain unique characteristics of the tumblers and how they operate within the lock itself.

To distinguish one tumbler from another, they are typically numbered to identify the “size” of the tumbler. The concept of size is most obvious with pin tum-

blers, where pins of identical diameter come in various lengths. A number 1 pin might be the shortest, with the number 2 being a bit longer, and the larger numbered pins being progressively longer. The concept of “size” has a different meaning for other tumbler types.

With conventional pin tumblers, you can look at them and tell that the larger sized tumblers have measurably more metal, and if you weighed them (not that they weigh very much) they are slightly heavier. With other tumbler types (disc tumbler included), the overall length or measurement of the different sized tumblers does not vary. In fact, because of the mechanics of a disc tumbler lock, having

**Continued on page 58**



**1. A comparison  
of three disc  
tumblers.**



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longer tumblers for different “size” tumblers would cause problems or malfunction.

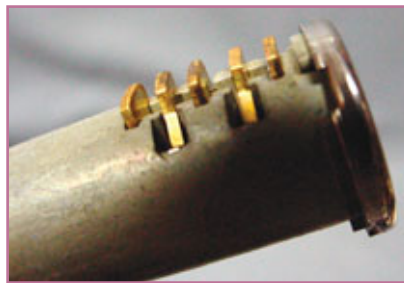
A comparison of three disc tumbler “sizes” shows that they do have identical lengths and an overall identical external shape (*see photograph 1*). If you look very closely, though, you will see that these are not three identical tumblers. There is a most definite distinction when you look at the positioning of the rectangular cutout within each of the tumblers. Although the physical size and shape of the rectangular cutout is identical for all three tumblers, the positioning of the cutout within each tumbler varies. How you identify or distinguish “size” with a disc tumbler is by measuring the amount of metal from the bottom of the tumbler to where the rectangular cutout begins.

The tumbler at the left (stamped 11) has the least amount of material and is the smallest “size”. The middle tumbler (stamped 33) has slightly more material. The one with the most material or largest “size” is on the right (stamped 55). When loaded in the slots of a disc tumbler lock plug, the external appearance of the tumblers is the same for all five tumbler positions regardless of the size tumbler within each slot (*see photograph 2*).

Looking into the keyway of a disc tumbler lock you can see part of each tumbler is positioned higher or lower within the keyway (*see photograph 3*). Only two tumblers are visible, even though there are a total of five separate tumblers within the plug. Like pulled down window shades, tumblers that drop lower conceal tumblers further behind.

The unaided human eye does not typically accomplish disc tumbler reading.

Although it is technically possible for a locksmith to see/read all five tumblers in order within the keyway of a disc tumbler lock (without any tools or other aids), there are few tumbler patterns (and therefore a very rare situation) where it could occur. You would need the tumblers to be sequenced with “smallest size” tumbler in the first slot and then progressively “larger size” tumblers in each chamber that followed. Most of us with ordinary (or worse) eyesight would have difficulty seeing that deep into the plug without additional lighting and magnification.



**2. The external appearance of the tumblers is the same.**



**3. You can see part of each tumbler is positioned higher or lower.**



**4. An otoscope will give additional light and magnification.**

Even a locksmith with exceptional eyesight is limited to seeing only up to the tumbler that descends far enough into the keyway to obstruct the view of all the “smaller tumblers” that follow it. We borrow a page from the medical profession and use a device called an otoscope to give us additional light and magnification (*see photograph 4*). They are not necessarily identical to those used by doctors, but they accomplish a similar mission. They allow you to look into small dark orifices and see tiny items in considerable detail. Depending on the make and model of otoscope, you will sometimes have attachments that allow you to probe and move tumblers out of the way in order to see tumblers further back into the keyway (*see photograph 5*). I will not go into great detail in this first part, but will leave procedure and technique for the later installments.

For many years, I would discuss the concept of disc tumbler reading whenever I would teach on the subject of disc tumbler locks. Until I started using the technique on a regular basis just a few years ago, I would typically pass it off as a skill that required a lot of practice to use it effectively. I will revise that statement by saying that a lot of practice is needed to become an expert, but not to be effective.

I will confess that my skill in impressing (and maybe a bit of laziness) kept me from practicing and honing my skills in the area of sight reading disc tumblers. A few tricky experiences trying to impress some obstinate disc tumbler locks, a few years back, got me to reconsider my stubborn resistance to using tumbler reading as a key fitting technique for disc tumbler locks. Some very clever tumbler reading tools such





**5. A probe to move tumblers out of the way.**



**6. The EEZ reader.**



**7. The Determinator.**

as EEZ readers (see photograph 6) and The Determinator (see photograph 7) also made it easy to read disc tumblers without taking the time and trouble to practice sight reading. I hope I can show by the end of the article series, that many locksmiths needlessly avoid learning tumbler reading because of a mistaken notion that it is difficult to learn.

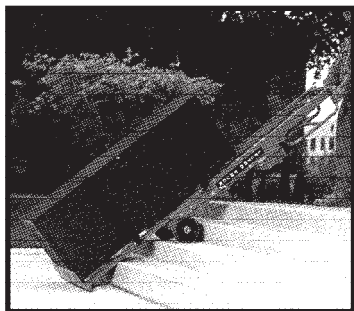
One final note, unrelated to the subject of this article. Because of the lead time for publishing, it is actually July even though this article will show up in the September issue of TNL. As I complete this article, one of

the greats of our profession has passed away. A.J. Hoffman, an absolutely brilliant man, died at the relatively young age of 48 on Sunday, July 11, 2004. Like Bill Reed, some years ago, A.J. died from heart failure, although tragically at a much younger age. I knew of his scholarship in relation to locks and locksmithing (lock history, master keying, interchangeable core, and more), but I was a bit surprised to learn that he also spoke other languages fluently and was an accomplished musician. Although, knowing A. J.,

scholarly accomplishment and talent in other fields should not really be a surprise. I had the good fortune over the years, to be in a few classes that he taught. Those of you who have been in an A. J. Hoffman class know what I mean. Even though I can't count him as a close friend, I had spoken with him in person and by phone a number of times over the years. I can attest to his intelligence and sense of humor. He will be missed. May he rest in peace.

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# Installing D&D Technologies Gate Products



by Richard Allen Dickey

**D**&D Technologies is a 25 year old company out of Australia. They design and manufacture quality, state-of-the-art gate hardware products. To be a little more specific, they make some really cool gate hinges, latches, drop bolts and other accessories.

All of the products that I will be talking about in this article are molded from special, glass-fiber reinforced polymer and stainless steel. That's a mouth full. These UV-stabilized materials provide strong, rust-free products that never require lubrication.

I am about to start a job that requires new hinges on three gates, a drop bolt and three lockable latches. I really wanted to use something other than the usual metal hinges and latches. That's when I decided to give D&D Technologies a call.

After a few minutes on the phone, D&D was able to recommend the proper hinges, latch and drop-bolt according to the specifications I provided.

The D&D products that I will be using are the Tru•Close Multi Adjust safety gate hinges, Lokk•Latch PRO privacy and security gate latch and the Lokk•Bolt™ gate drop-bolt.



**1. The TRU•CLOSE Multi Adjust safety gate hinges from D&D Technologies.**

To start with, the Tru•Close Multi Adjust hinges are sold in pairs. D&D does not recommend using three hinges on one gate. Each hinge consists of three parts (*see photograph 1*). There is a right and left bracket as well as the hinge assembly.

One bracket has vertical grooves while the other bracket has horizontal grooves. These grooves will allow an adjustment range of  $\frac{3}{4}$ ". The two brackets are not the same size. The larger of the two brackets should always be placed on the right side. I will give you the "why" on this a little later.

The Lokk•Latch Pro is designed to allow the gate to be locked, unlocked or opened from either side (*see photograph 2*). It is provided with a rekeyable, 6-pin KW1 lock cylinder on the inside and outside.



**2. The Lokk•Latch Pro is designed to allow the gate to be locked, unlocked or opened from either side.**



**3. The handing of the inside assembly is easily changed by removing six screws and rotating the mounting plate 180 degrees.**

The handing of the latch is easily changed. Simply remove six screws and rotate the mounting plate of the latch (*see photograph 3*). This will change the hand of the inside portion of the latch. The outside portion requires that the pushbutton assembly be removed and



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 LHR-100, CGIT-10, SUT-14, FAL-10 TRU-99,  
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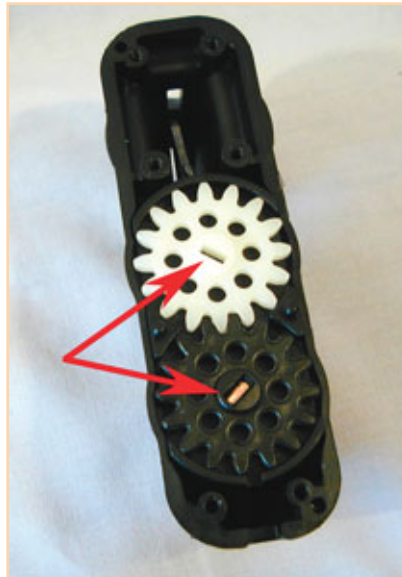
**4. The handing of the outside assembly is changed by removing the button and lock cylinder from the outside assembly, then rotating it 180-degrees.**



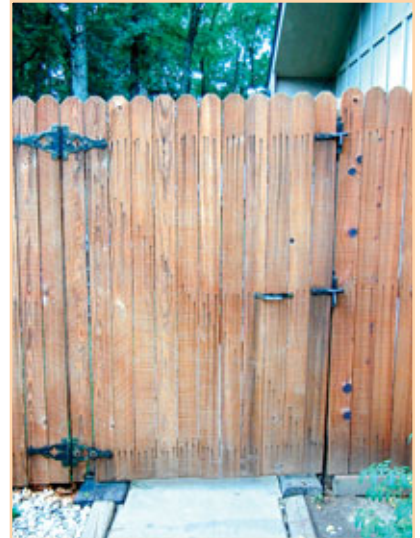
**8. The Lokk•Bolt™ gate drop-bolt is available in three lengths. It is also provided with a 6 pin KW1 keyway lock cylinder that is rekeyable.**



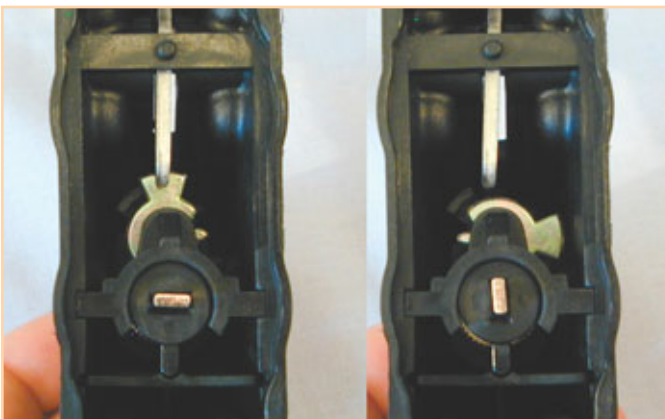
**5. The locking mechanism is a cam assembly.**



**7. The rotating movement of the key from the outside assembly is transferred to the cam through two gears.**



**9. Here is a look at what we are dealing with during this installation.**



**6. When the key is inserted and turned, the cam is rotated and will physically block the latch.**

the latch from moving (see photograph 6).

If the outside lock cylinder is used, the rotating movement is transferred to the cam assembly through two gears (see photograph 7).

The lower gear is attached to the tailpiece of the inside lock cylinder while the upper gear is attached to the tailpiece of the outside lock cylinder.

The Lokk•Bolt™ gate drop-bolt is available in three lengths. They are 12", 18" and 24"



**10. The old hinges are metal and will be replaced with new high tech self-closing hinges.**

(see photograph 8). It is also provided with a rekeyable 6 pin KW1 keyway lock cylinder.

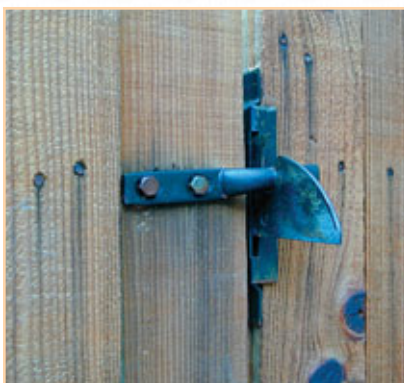
Moving on to the job at hand, we are dealing with a six-foot high wooden fence with wooden gates (see photograph 9). All of the products that we are installing today will work with wood, metal or vinyl fences and gates.

After removing the old hinges (see photograph 10) and latch (see photograph 11) I found my first problem. Most of the nails that were used in the original

rotated (see photograph 4). Both are simple processes.

The locking portion of the latch body consists of a cam assembly (see photograph 5). When the key is rotated, the cam assembly rotates 90 degrees to physically prevent





**11. The old metal latch also has to go.**



**12. The fence construction consists of a 4x4, 2x4 and a 1x4.**

construction were loose. The fence was made with 4x4 posts, 2 x 4 fence framing and 1x4 boards (see [photograph 12](#)).

To fix this problem, my helper installed several 3" screws that went through the 1x4 and 2x4, anchoring both into the 4x4 (see [photograph 13](#)). This was done on both the hinge post and the latch post.

To install the new hinges, a centerline was drawn through the location of the old hinges. I used this location for two reasons. The first and most important reason was to comply with the instructions.



**13. Since the original nails are not holding properly, 3" screws are added to hold the 1x4 and 2x4 securely to the 4x4 post.**

**D**&D recommends that the two hinges be placed as far apart as practical. Luckily the old hinges were placed as far apart as they could go (see [photograph 14](#)). The second reason was simply because that is where the old hinges were. Placing the new ones in the same place, helped cover the

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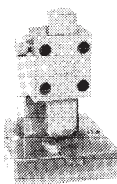
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**14. The original hinges were spaced as far apart as possible. This is the same location that is needed for the new hinges.**



**15. The new hinges can be adjusted up, down, left or right, up to  $\frac{3}{4}$ ".**



**16. The spring tension for the self-closing portion of the hinge is adjusted by pressing down and turning with a screwdriver.**



**17. The Lokk•Latch Pro will work on a thickness of up to 5". This gate is over 6" thick.**



**18. The tailpiece of the outside assembly is the limiting factor for the 5" thickness.**

discoloration in the wood that was found after removing the old hinges.

The hinge brackets are designed to mate with the hinge assembly in only one way. One side of the hinge assembly has grooves that run the same way as the grooves in one of the brackets. The other side of the hinge assembly has grooves that match the other bracket. By placing the larger bracket on the right side, the hinge assembly will always be mounted properly (*see photograph 15*).

What's the difference? The hinge will look good either way, right? Oh yes, it will look great either way. You just won't be able to adjust the spring tension for the closing action of the hinge very easily (*see photograph 16*).

There is a lot of tension on this spring. It has to be pushed down and then turned with a screwdriver. I put one full rotation on each hinge spring to get the gate to close consistently. One rotation does not sound like much,

but it did take some effort, even with a large screwdriver.

Just think about doing this with a stubby screwdriver on the bottom hinge, in a position where you can't see what you are doing. That's what will happen if you put the large bracket on the left side! With the hinges installed and adjusted, it is time to install the latch.

The Lokk•Latch Pro can be installed on wood, vinyl or metal gates and posts that are up to 5" thick. 5" is a lot of thickness, but this does lead us to the next problem. The thickness in this case is just over 6" (*see photograph 17*).

The 5" limit is due to the length of the tailpiece from the outside assembly (*see photograph 18*). If the fence had been constructed properly, the thickness we would have been dealing with would be in the area of four and a half inches, not 6". The only solution was to recess the outside assembly.



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**19. A 1/2" hole is drilled for the tailpiece.**

After drilling the 1/2" hole (see photograph 19) for the tailpiece, I had to dig out over an inch of wood from the post before I could attach the outside assembly (see photograph 20) and still have the required 3/4" tailpiece projection on the inside. With the outside assembly in place, the inside assembly just fell into position.

The striker body is the only piece left to install on this gate. With the gate shut and striker aligned with the latch, two more wood screws finish the job. This is



**20. The outside assembly has to be recessed just over 1" to allow for a 3/4" projection of the tailpiece on the opposite side of the post.**

a nice looking latch and would have been very easy to install if the post thickness would have been less than 5" like it should have been (see photograph 21).

The second gate went just like the first. Same problems and same solutions.

Before I could install the Lokk•Bolt™ gate drop-bolt on the third set of double gates, a thunderstorm shut me down for the rest of the day. However it installed without a hitch a few days later.

I liked all three products from D&D Technologies and plan on



**21. The Lokk•Latch Pro is a very attractive and functional gate latch. If the gate had been constructed properly it could have been installed in only a few minutes.**



**22. Self-drilling screws are provided for metal, vinyl as well as wood installations.**

using more of them in the future. I think the quality is very good and the installation was quick and easy. But there is one thing I did not like. The screws.

Self-drilling, one inch screws are provided with all three products (see photograph 22). They work great on vinyl or thin metal. They are not a good choice for wood. Instead of using the screws provided, I used two and a half inch deck screws in the hinge brackets and latch assemblies. They work fine and last a long time! Have a nice day!

If you have any questions about these products or any other products from D&D Technologies, you can contact them at:

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# CORNER

## BEGINNER'S

### Installing An Adams Rite Deadlock



by  
Ken Holmlund

**W**hen we are called upon to install a new lock in a storefront door, it is usually to replace one already in use, or to change the style of lock. Occasionally we are asked to install a lock where none has been before. This is such a case.

The door was the typical storefront aluminum style door (see photograph 1). The only thing unusual about this installation was that it was on an inside door and it swung both ways, neither of which makes much difference in the installation.

This job can be done without the aid of an installation template which I have done in the past, but the biggest problem I encountered when not using a template or jig was getting the backset and height right for the cylinder. I have chosen to invest in a jig to eliminate that problem. The jig I use is the Keedex K-TMPA/R, (see photograph 2). Major Manufacturing also makes a great jig for installation, using the HIT-45 modular clamp and either the HIT-45AR2 or HIT-45AR3 template, depending on the backset you are using.

The Keedex K-TMPA/R has several applications including



**1. A typical storefront aluminum style door.**

the Adams Rite Model 4089 Exit indication locator, and the BBW 3925 and International FB-1200 flush bolt locator. It is intended to work with a  $\frac{1}{2}$ " router guide and a  $\frac{1}{4}$ " bit. The router guide and bit are nice, but not absolutely necessary to do the job.

One of the reasons I chose the Keedex tool was that it would work with all three of the most common backsets:  $\frac{7}{8}$ ",  $\frac{31}{32}$ " and  $1\text{-}\frac{1}{8}$ ". The adjustment is done by simply moving two pins, (see photograph 3). The correct location for each backset is clearly marked on the tool for easy identification. The lock I was installing is a  $\frac{31}{32}$ " backset, so I moved the pins to the center location at the top and bottom of the tool.



**2. The Keedex K-TMPA/R installation jig.**



**3. The adjustment is done by simply moving two pins.**

The backset you use for any given installation is determined by the distance from the face of the door to the edge of the framework holding the glass. You will need to measure this opening accurately to be sure to get the correct lock. I would suggest having all three sizes in

**Continued on page 68**



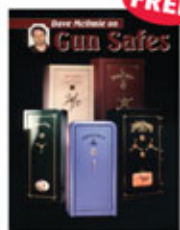
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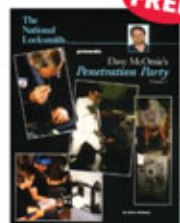
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OID 09/04

Continued from page 66

stock, because you never know what size you will need, even when it is just a matter of replacing the lock in an existing hole. I use the Adams Rite brand of locks, but there are other manufacturers of the same style of lock, including the International model DT-1854 and DT-1855.

The owner decided she wanted the lock installed below the push bar, so the jig was

installed using the thumb turns to center and tighten the jig for marking (see photograph 4). Be sure to get the hole centered on the side of the door for a professional looking installation. I then used a marking pen to locate the latch hole and the cylinder holes. Since I do not have the router guide, I rely on the tried and true method of marking and measuring, and measuring and measuring. Measure thrice before cutting is a good motto.



4. The lock was installed below the push bar.



5. I proceeded to drill a hole in each corner of the opening for the latch.

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With the marks on the door, I proceeded to drill a hole in each corner of the opening for the latch (see photograph 5). This is done to mark the boundary of the cuts I will be making, and it makes for a cleaner installation. I then cut the opening with a 4" Makita grinder, using a cutting wheel. It does make a mess and a bit of noise, but it works (see photograph 6). My method involves cutting the hole a little small and sneaking up on the correct size in a series of small grindings and measurements. I am sure the router guide would be a superior method of installation, and I would use it if the number of installations I did justified the investment. In my case, it does not.

Drilling the holes for the cylinders is simply a matter of locating the center of the marked location and drilling the holes. I use a 1-3/16" hole saw for a clean cut that gives me a very



small oversized hole with a small amount of wiggle room. Too large of a hole will necessitate using a larger ring, so be careful with these cuts. Again, measure thrice and cut once.



**6. I cut the opening with a 4" Makita grinder.**



**7. I used the Adams Rite 4104 Bridge to stabilize.**



**8. It is tightened by turning two screws and is held in place with shoulders.**

One of the biggest challenges I have faced with installations such as this has been how to mount the lock solidly in the correct location. I have tried various methods, but have had limited success. This time I used the Adams Rite 4104 Bridge, and it worked beautifully, (see photograph 7). Major Manufacturing also makes a mounting bracket model LMB-08 and they have an installation tool for it, model LMB-089.

The Adams Rite Bridge makes for easy and quick work of installing the lock. It is easily adjustable and tightens down solidly. Installation of the bridge is done by simply placing the bridge into the hole and turning it square with the opening. It is tightened by turning two screws and is held in place with shoulders that fit against the side of the latch opening, (see photograph 8). A very simple and quick procedure and the challenge is met. Give them a try.

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I was now ready to mount the lock into the opening. I did have to adjust the location of the bridge to match the hole opening in the lock, but that was a simple process and the lock was in place, (see photograph 9). Two self-tapping screws attached the lock to the bridge and the faceplate was installed (see photograph 10).

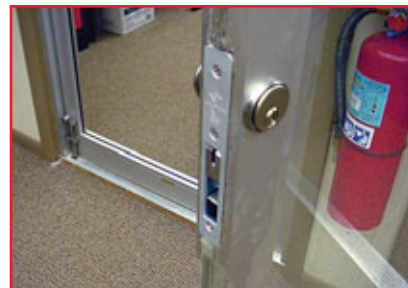
The next procedure was to locate and cut the opening in the jamb for the bolt. I had a very small opening to work with, so I chose to use the shorter bolt to be sure I had room for it to swing freely. The opening

was marked by closing the door and marking the bottom of the cut needed. I then opened the door and threw the bolt to be able to mark the top of the opening. I again drilled the top and bottom holes for markers and cut the opening with the cutter blade. A little cleanup was necessary with a file and the hole was ready.

If you have never installed a lock in a door not prepped for the installation, my best advise is measure, measure, and measure. The aluminum door is not very forgiving and you will only have



**9. I did have to adjust the location of the bridge to match the hole opening.**



**10. Two self-tapping screws attached the lock to the bridge.**

one shot at getting it right, but with caution it can be done.

The job took me about 1-1/2 hours but I believe with the router guide I could cut at least 15-minutes from the time. If you do enough of this kind of work, I would recommend looking into the tools.

All the tools and parts I have described here are available from most wholesale suppliers, but if you want to contact the manufacturers, here is the contact information:

**Adams Rite Manufacturing Co.**

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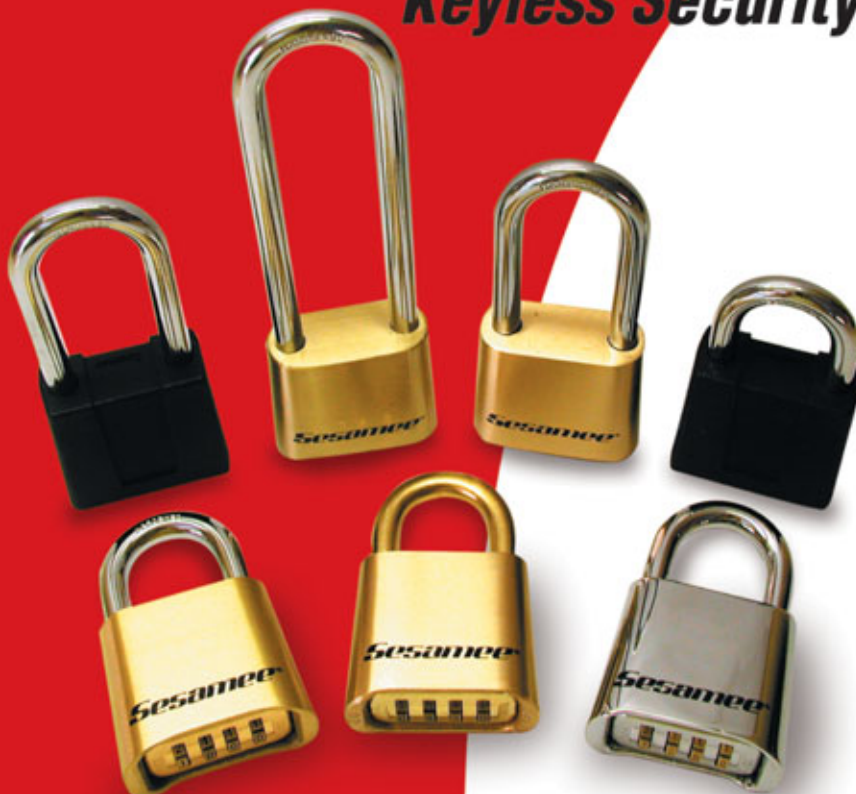
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# THE Lighter SIDE

## Doggone It!



“I don’t know what was the matter with me, today,” Don growled as he dragged into the house one evening.

“Bad day?” I asked.

“You might say that. I spent an hour or more trying to pick open a door lock, almost got eaten up by a guy’s dog, then wound up dealing with a bunch of rowdies over at Ruby’s Bar who thought they could fly.”

“Oh, one of *those* days!”

While Don eased into his easy chair and loosened his shoe laces, I stuck dinner in the oven. Then I took him a tall glass of fresh lemonade and settled myself in a chair facing his and smiled.

“So, is this something you want to share, or are the memories still too painful?”

Don shot a glance in my direction then sort of snarled as he pulled off one shoe and began to massage his instep with both hands. Finally, he told me.

The first call came in shortly after noon. Nothing out of the ordinary. Keys locked inside his house, the man said. A piece of cake. As soon as our guys got back from their lunch breaks, Don volunteered to take the call.

He hadn’t personally pulled any service calls for a day or two. It’d be good to get away from the store for a while. He washed the

mayonnaise from his Subway sandwich off his hands and put his fingers through a few calisthenics to limber them up, then off he dashed to his service van. Nothing unusual so far.

When he arrived at the house, he noticed an absence of vehicles in the driveway and open carport. Hmmm. The guy had said somebody would be there. Well, maybe he’d be right back. Just to be on the safe side, Don checked the address he’d been given. 563 W. Marshall. Yep. 563. Must be the place, all right. Don decided to try the carport door first. Nothing doing. A locked storm door stood in his way.

Going around to the front door, he immediately noticed a new F-line Schlage entry lock and deadbolt, newly installed, from all appearances. Maybe as recently as that morning, judging from the little ridge of sawdust at the base of the door.

Taking out his picks, he approached the deadbolt with confidence.

Whoa! Whoever had installed the deadbolt had put the cylinder in upside down. He examined the entry lock. It too had been improperly installed.

“Dag-nab it!” he shouted (or something like that). For some reason, Schlage locks have always been a bugaboo for Don to pick, especially when they’re upside down.

He worked, and he worked at it. He tried a pick gun and a different set of picks. Then his cell phone rang.

“Hey, this is Maurine, and I’m at Ruby’s Bar. Could you come over here and get a car open?”

“What’s all that racket? It’s drowning out your voice. I can hardly hear you.

“Aw, that’s just the juke box. Can you?”

“Yeah, yeah,” Don shouted into his phone, “I’ll be there as soon as I finish here, but at the rate I’m going, it may be an hour.”

“Okay.”

Returning to his work, Don muttered and prayed, but the lock wouldn’t cooperate. Finally, he resorted to impressioning, and had a key cut in no time, slick as a whistle. He tried it in the deadbolt, and it worked like a charm. He was whistling as he slid it into the entry lock. Then a car roared into the driveway. A little old lady jumped out and headed for the front door.

“What are you doing, there?” she shouted. “Watch out!”

Just as she said it, the door unlocked and Don pushed it open. He was watching the approaching woman at the time, and didn’t know what hit him when a hundred-and-ten-pound black mongrel that



looked like a long-haired Rottweiler leaped through the opening and leveled him.

"Now look what you've done," the woman scolded Don.

"Look what *I've* done?" Don asked, struggling to get his breath.

"Stop, Precious, come back here," she hollered at the dog who, by that time, was happily cavorting across the yard.

"Precious?" Don gasped.

"My son's out of town, and I'm supposed to be feeding him, but I ran out of food yesterday. Hungry as he is, there's no telling *what* he'll get into, and it's all your fault for letting him out. I hope you're happy."

The noise and confusion at Ruthy's Bar was tame, by comparison. As Don made his way through the dark, smoke-filled room, all he could see was one huggy couple in the far corner and a girl behind the bar.

"Uh, I'm looking for Maurine?" Don gestured tentatively toward the couple he'd seen.

"Oh, that's me," the girl said, shouting above the music. "You the locksmith?"

Don nodded, deciding attempts at conversation would prove futile.

She led him out to the parking lot and indicated the car in question.

"Are the keys locked inside, or lost?" he asked.

"I think they're inside, but you might want to ask the owner. He's in the back room."

Don followed her back inside, through the smoke, to a back room full of pool tables. Then he stopped. A man was on his knees, apparently proposing marriage to the woman who sat before him. After they'd settled the issue and she'd accepted, Don stepped forward hesitantly.

"Excuse me, did you call for a locksmith?" he asked.

"Yeah. Well Maurine did. You got it open?" He grinned vacantly.

"No, I wanted to make sure the keys were inside, that the vehicle is yours, and that you agree to pay the price."

"Yeah. No sweat." He stood and tried to take a step but reeled into the side of a pool table with a silly giggle.

"I'll tell you what," Don said. "How about, you pay me now, I'll get your keys out for you, and I'll give them to Maurine to keep until you sober up a bit. You don't have any business driving in that condition."

"Yeah, sure. Whatever." He fished into his pocket and came up with the cash. "Maurine's a good old gal. She'll take good care of me. Always does."

Just as Don got the door open, a couple of the man's buddies swaggered out. One of them crawled into the car and started trying to turn on the headlights, turn signals, brake lights, while the other stumbled around the car, watching. They were both laughing and swaying about.

"You know, you can't be too careful," one of them slurred to Don. "Don't want to get stopped for having a light out."

"I don't think you'll be driving for a while, yet," Don said as he picked up the keys to take them to Maurine.

"Who said anything about driving?" the guy said, grinning. Man, we're not gonna drive. Doggone it, we're gonna *fly!*" **TNL**

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# Gardall Fire Safe

## WITH ELECTRONIC LOCK



by  
**Dale W. Libby, CMS**

I recently attended a Dave McOmie *Safe Penetration Party*. I learned

some interesting things and will pass them along in a series of articles. If one of these parties comes near you, I would suggest trying to attend. You will have fun, and you will learn new things.

The safe for this article is a small office Gardall fire safe (see *photograph 1*). One of the problems with working on safes with electronic combination locks, is being able to drill under the dial ring so that the repair is invisible after the safe door is fixed. I have found a method to do this that works quite well on the S&G 6120 and 6123 to be specific.

How do we tell the difference between the 6120 and the 6123 S&G combination lock? It is, in fact, quite easy. There is a different drill point for both locks and the attack is a little different. Both new attack points are under the dial ring. If the relocker has fired or you do it accidentally while opening the safe, then an outside the dial ring drill point is necessary and the repair will show.

The difference between the 6120 and the 6123 has to

do with the action of the combination lock bolt. On the 6120 series locks, the bolt is a spring bolt type lock. When the lock is closed, a gentle pressure on the end of the bolt with a wire or probe will allow it to be pushed into the lock case. Side, bottom, or top drilling for the end or side of the bolt will allow you to push the bolt in and open the container in question.

The 6123 electronic combination lock has a deadbolt action. The end of the bolt cannot be pushed into the lockcase. It can be punched into the lock or away from the lockcase.

You will set off the interior as well as the exterior relock mechanism when punching this lock. The bolt will not push in. This will also require outside the dial ring drilling to deactivate the exterior relocker.

Now for the easy part. On either S&G electronic locks with the full sized dial, just pull out on the keypad and pull out the attaching wire from the keypad through the safe door. If the wire has a red painted stripe on the cable, then the lock is a 6123 combination lock. If the white cable had no stripe on it, then it is a 6120-spring bolt combination lock. As

you can see in *photograph 2*, there is no red stripe. This means that one can attack the end of the bolt, but in this instance I wanted to try a new under the dial attack, which has been quite successful for me.

Before drilling or doing anything, determine the handing of the lock. Look down the spindle hole and follow the cable channel. Channel cable up, bolt down. Cable goes left, then the bolt is to the right. Most Gardall safes have the lock mounted VD. An easy clue is that the opening handle is located below the keypad.

The second newer type of S&G keypad is angled upward from the face of the door so it is easier to read. To remove this single battery (as opposed to dual) keypad, you



**1. Gardall Fire Safe with 6120 or 6123 Electronic Combination Lock.**



must know the secret. There is a hidden screw at the base of the keypad under the stick on "S&G" logo. Just remove the logo and remove the screw. Now just pry upwards on the keypad with your hand and it will snap off. Removing the battery in the hidden compartment (pushing forward and pulling down) will help with the removal of the keypad. Sometimes it is easier to remove the battery than the keypad, but both removals can cause some issues.

Before drilling for the bolt, I tried a couple of standard procedures for working on S&G electronic locks. I first changed the batteries, even though the customer stated that he had already done this. He was right. Changing the batteries had no effect. The lock still did not work.

The next procedure is to insert a dowel rod down the spindle hole and tap it gently a few times. This is akin to using a dead blow hammer



**2. Remove Keypad by pulling straight out and look at the cable. If there is a red painted stripe on the cable, it is a 6123 deadlocking lock. No red stripe and it is a spring bolt 6120 combination lock.**

on a mechanical combination lock. Just tap it a few times and then try the combination again. Believe it or not, this does work occasionally. The lock was not responding to this gentle procedure.

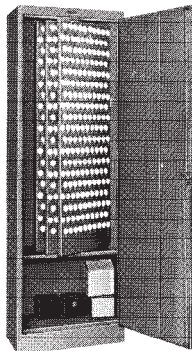
I decided to coin a new word to describe a new breed of Safecracker. I want to use the word "Templateer". This will refer to a safe technician who

uses templates to open safes and may not know how to open a safe where there is no template to use. This is akin to a person trying to look up information on opening a safe and finds that the particular safe is not in his catalog. What is he supposed to do? How can he possibly open it? A real safecracker will attack the lock and not care about the safe housing. I am a safecracker, and a templateer.

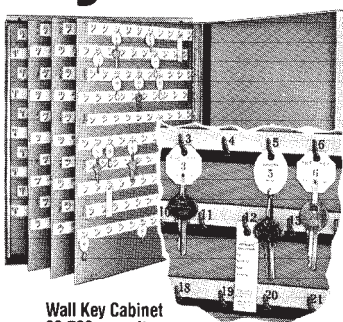
There are some great companies in California that make great templates. They include, but are not limited to, StrongArm, and Los Angeles

Safe and Vault. They make templates for safes, foreign and American, as well as templates for Vault Doors and ATM's. Templates make the work easier for the professional and are a great addition to our toolboxes. We are more than the sum of our tools, however. This is what makes a Certified Master Safecracker the top of the safecracking game.

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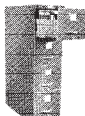


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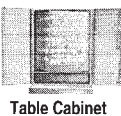


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**3. Most Gardall safes have the lock mounted Vertical Down (VD). I installed the template to drill for the lever screw on a mechanical combination lock. It works for the 6120 electronic lock too!**



**4. The StrongArm oversized drill bit goes through the 1/2" nut.**

Before using the template, there is another drilling attack that is invisible and possibly works. Every time I have tried it, I have met with no success. This drilling attack is accomplished down the spindle hole where the wires attach the lock to the dial. Remove the wires and drill as large a hole as possible through the lock case and stop. Drill with a flat sharpened drill bit or an end mill. You are trying to penetrate the motor housing that is directly below the spindle hole. If you are very careful, you will break through the housing without jiggering up the armature windings. Once you are through the housing you can rotate the armature so it turns to the right with respect to the bolt position. If the ceramic nut has broken, or if you have drilled to deep, this attack will not work.

The early 6120 locks had no protection for the motor and armature. You could just drill down and hit the motor with a regular drill bit. Once this method was known, S&G included a hardened disk to protect the armature attack. Some safemen have had good luck by drilling down to this disk, (it is hard to drill through because it rotates when you are trying to drill it) and then knocking it gently aside, continuing to drill into the armature. Like I have stated, this method may work for some, but it has not for me. StrongArm has a template with a spot to hook a MiniRig up to drill for the armature.

*Photograph 3*, shows the StrongArm template #1 installed on the safe door. I feel it is more important to see the orientation of the template without the Mini-Rig attached. Template #1 is installed for a mechanical S&G combination lock in the Vertical Down (VD) position. The template hole that is used is the one for the S&G mechanical lever screw. This lock does not have a lever screw, but this hole position works beautifully on the 6210 electronic lock. If you do not have a template, just measure  $1\text{--}\frac{13}{16}$ " towards the bolt from the spindle hole. This position is just inside the dial ring no matter how the lock is mounted.

Gardall uses a decent hardplate, so using the Mini-Rig is much easier than using a lever rig, but both work well. I also used a new drill from StrongArm. This drill is slightly larger than a  $\frac{5}{16}$ -inch regular drill. It is also very sharp and cuts quickly. The purpose of this larger drill is to drill before inserting the carbide drill into the hole. *Photograph 4*, shows that this drill will go through the hardened  $\frac{1}{2}$ " bolt that holds the drilling fixture to the template.

The purpose of this larger drill is to allow the hardplate drill to start precisely on the hardplate and not to waste time drilling through the door before hitting the hardplate. If you drill a  $\frac{1}{4}$ " hole and try to insert a  $\frac{1}{4}$ " hardplate drill, it is slightly too large for

a standard  $\frac{1}{4}$ " hole. This set of three drills (sold separately) will work for  $\frac{3}{8}$ ",  $\frac{1}{4}$ ", and  $\frac{5}{16}$ " holes. In a hurry, just drill through the door metal with the StrongArm drill. The StrongArm hardplate drill also cuts soft metal.

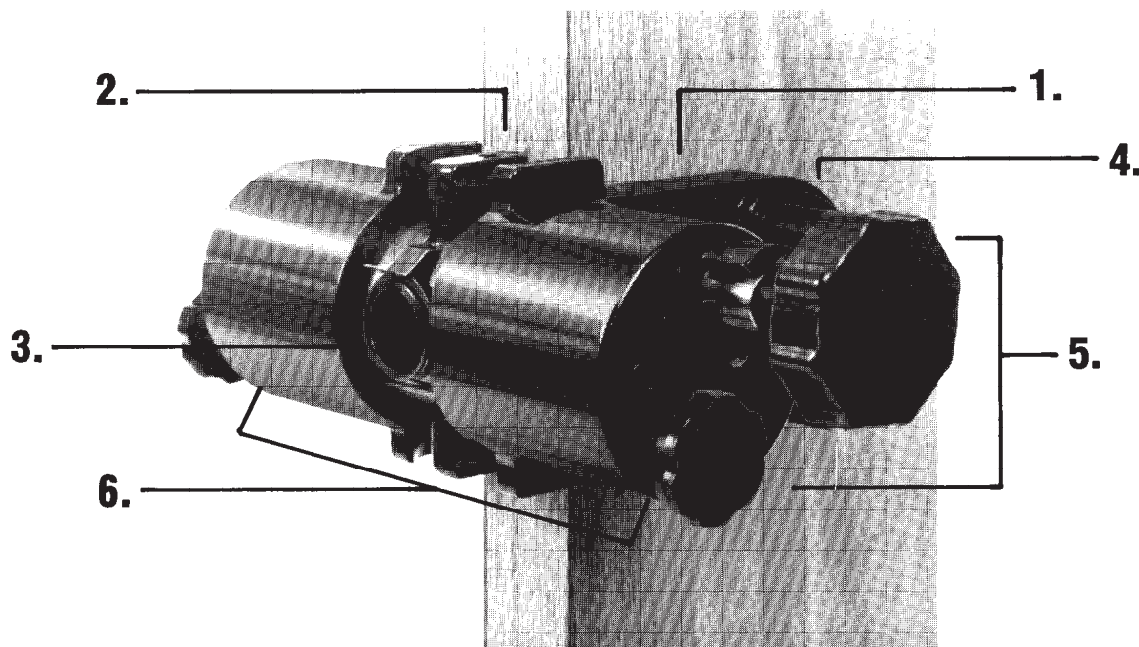
For the purpose of this test, I did use a  $\frac{5}{16}$ " drill. (*See photograph 5.*) It came out just inside the keypad circumference and was covered by the keypad when the new lock was installed. Getting the hole in the correct place without drilling too deep is the first part of the opening. The second part consists of probing the 6120 bolt up until the lock unlocks and allows the handle to be thrown.

This is a touchy part of the opening. Right behind the surface of the bolt inside the lock is a channel for the screw mechanism and screw bolt. The bolt is very, very thin at this point. You will probably drill or punch through this thin flashing. Not to worry, however. All you need is a curved ice pick. Insert it into the drilled hole and pry up the bolt. If you poke through or drill through, there is still enough metal at the top of the hole to grab onto and raise the bolt.

Once the bolt is raised a little, put pressure on the handle to hold it up. Now get a purchase on the moved bolt with the ice pick, take pressure off the bolt with the handle, and pry the bolt up a little more. Put pressure on the bolt again with the handle to hold your



# ACCURACY HIT-44

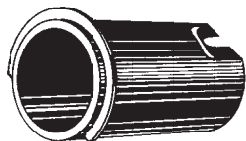


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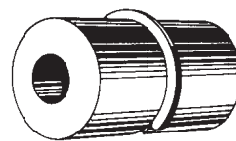
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Drill Adaptor  
For Multi-Spur Use



**5. The 5/16" drilled hole is under the electronic keypad. The repair is invisible.**

progress. Walk the bolt up until the handle turns. This may take a while until you get it done.

If you still cannot raise the bolt up enough, then you will have to drill outside the dial ring for the end of the bolt. This is about 2-1/2" from the spindle hole center in the direction of the bolt. From this position you can pry up the bolt, drill starter holes in the end of the bolt, or in extreme times, punch the bolt back. This will set off the relocker and require another hole to drill for the relocker that will have to be drilled or punched to be deactivated.

*Photograph 6,*

shows the inside of the safe door after the relock holding plate and the back cover of the safe door was removed. The bolts and handle are in the open position. The relocking device is a spring-loaded pin to the left of the lock as viewed from the outside of the safe, and to the right of the lock from the inside. A better way to put it is that the relocker is between the lock and the opening edge of the door. It is about 1-3/4" toward the opening edge of the door off a centerline of the lock parallel with the mounted lock.

The relocking pin can be de-sprunged and pried up. It can also be punched or drilled in two. I try and drill



**6. Interior view of the open safe showing the spring loaded relock pin to the right of the 6120 electronic lock in this picture. (Left of lock when looking from the outside!)**

on a horizontal line with the edge of the lock case where the bolt comes through, which is about 2" down from the spindle hole. Hopefully you will not have to set off the relocker and all repairs can be done under the keypad.

Open, drill under the keypad, and Prosper. **TNL**

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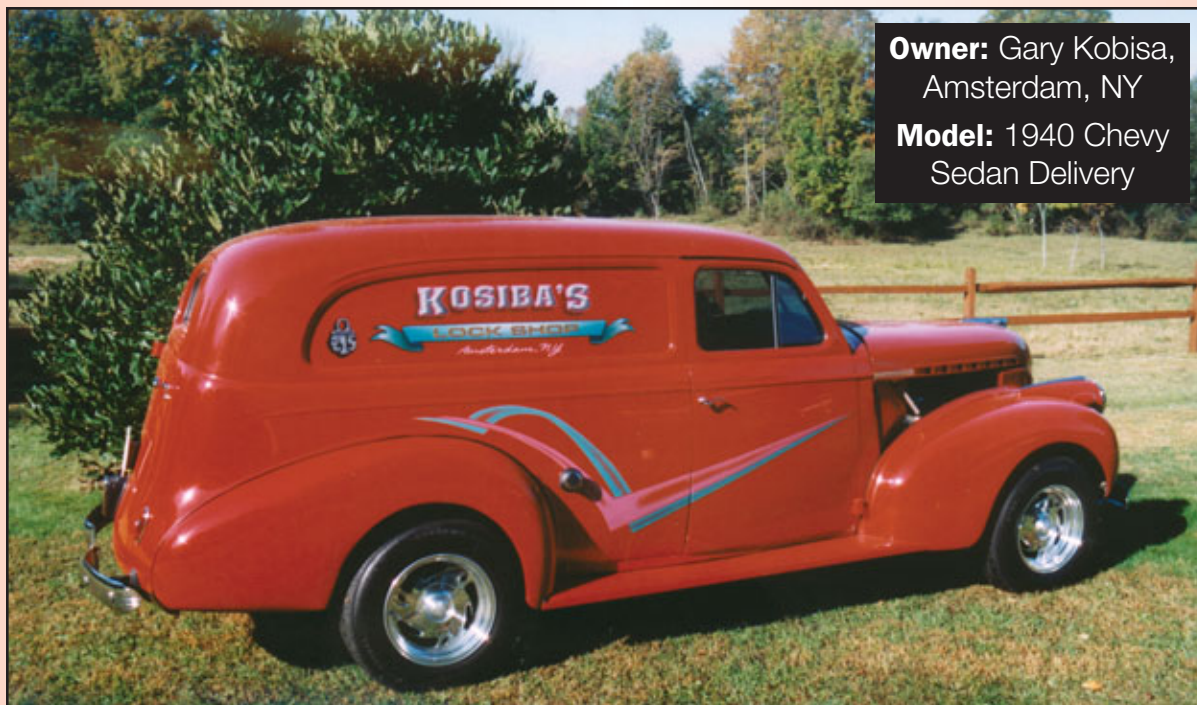
Circle 203 on Rapid Reply



# Road Rally

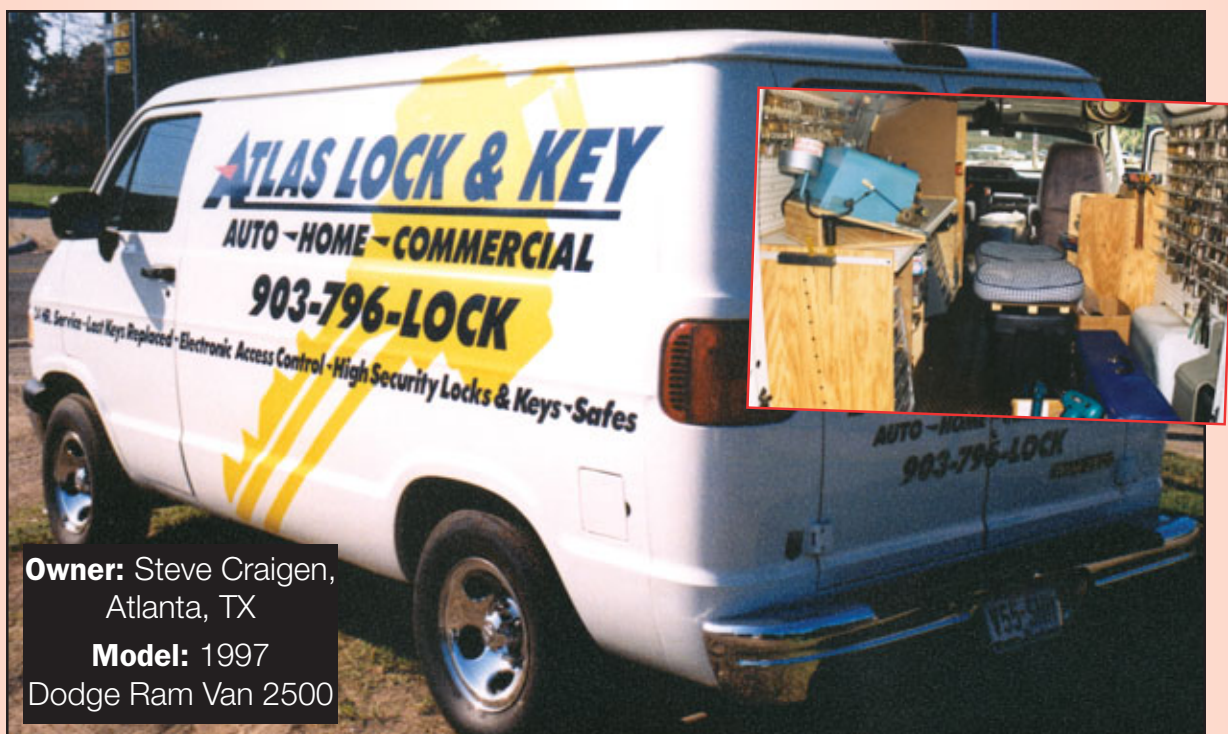
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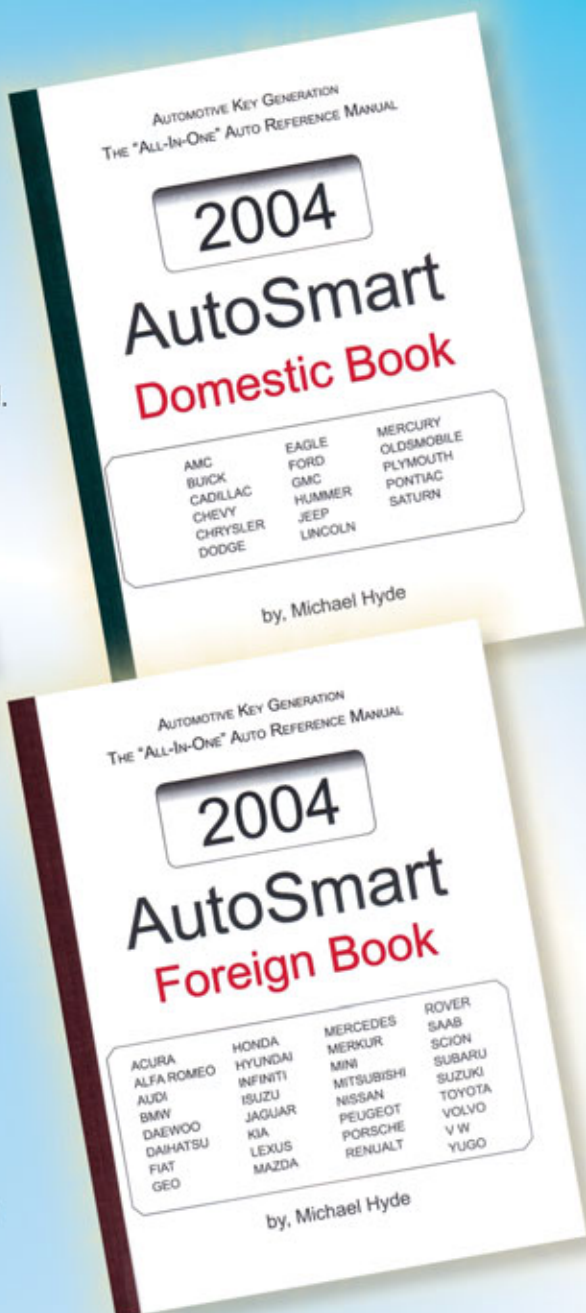
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*Kaba Mas  
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### **3rd Prize**

*SDC Magnetic Lock,  
Keypad and Exit Switch*



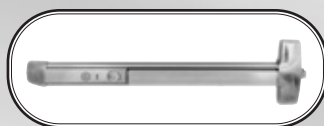
### **4th Prize**

*Securitron 12-Volt Unlatch Plug in  
Trans & Touchpad Retail Value \$650*



### **5th Prize**

*LaGard "SmartGard"*



### **6th Prize**

*Detex Advantex*



### **7th Prize**

*Arrow 400 Series Alarmed  
Exit Device & S-75 Mounting  
Plate Kit for Narrow Stile  
Aluminum Doors*



### **8th Prize**

*\$500 in ASP Auto Locks*



### **9th Prize**

*\$500 in Strattec Auto Products*



### **10th Prize**

*Tech-Train "Jiffy Jack"*



### **11th Prize**

*Sargent & Greenleaf 6120  
Electronic Safe Lock*



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*Kaba ILCO*

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*LaGard, Inc.*

*Lockmasters, Inc.*

*Major Mfg.*

*Sargent & Greenleaf, Inc.*

*Sieveking Products Co.*

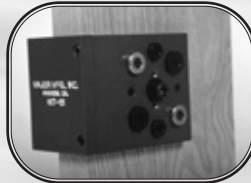
*STRATTEC Security Corp.*

*Wedgeco International*



### **12th Prize**

*High Tech Tools  
2004 Pro Set*



### **13th Prize**

*Major Manufacturing's  
HIT-111 Drill Guide*



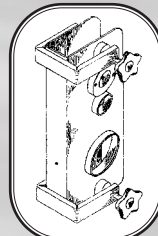
### **14th Prize**

*Baxter #90 10-Cut  
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### **15th Prize**

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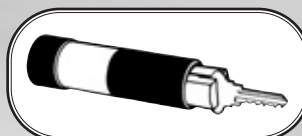
### **16th Prize**

*A-1 Security  
Manufacturing  
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### **17th Prize**

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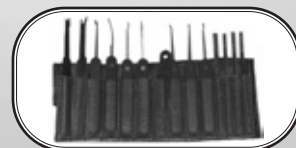
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**A Few Words From Jake...**

I'm writing this column just a few days before I'm due to go to Baltimore for the ALOA show, 2004. Yeah, we usually write a column about two months before it appears in *The National Locksmith*. That lead-time is not at all unusual for a monthly magazine—I have written for some publications that have a *one-year* lag! Of course, a magazine with that sort of lead-time is not going to be publishing anything that's exactly cutting edge, up-to-the-minute, information.



by **Jake  
Jakubowski**

At *TNL*, it takes about sixty days for Greg to get articles from his contributors and columns like this one, get the graphics and layout through production and after a final editing; sending the magazine to the printer to get it delivered to your mailbox.

If you have sent in a tip in the last few weeks, or even months, and wonder why it hasn't appeared in print yet—the foregoing is *one* reason. Another reason might be that the tip you sent in is still in “the can”, but has not been factored into the column yet. Sometimes tips get printed a year, or more after they've been sent in.

Of course, a final reason your tip hasn't been printed is that I just didn't feel it was usable for whatever reason. I don't mean to make that sound judgmental. But, I do have to read, consider, and evaluate each tip that comes to me. Sometimes I decide a particular tip is not relevant. Sometimes the tip might look good, but it might be borderline when it comes to offering a slick idea for making an emergency tool in the field; or copying an existing tool.

The reasons tips don't get printed are as varied as the tips themselves.

Yet, if you have sent in a tip and after six months or so you haven't seen it printed, I won't mind if you re-submit it, or send me a new one. Maybe the new tip will be the one that gets you a great monthly prize and puts you in the running for our year-end drawing.

Just don't give up! The more tips you send in, the better chance you have of getting one published.

Will I notify you that I've received your tip? No. Will I notify you when your tip is going to run? No. Will I drop you a note making suggestions on submitting your tip? No.

Why not, you ask? Because it's just not feasible to do those things. What I will do is read your tip and I will carefully consider using it. If I use it, it will appear in the magazine and you're ahead of the game. If I don't use it, try again.

I truly appreciate everyone that submits a tip. Without those submissions, I couldn't write this column month, after month. So, like the old radio evangelist used to say: “Keep them cards and letters coming, folks!” because one of them, might be the one I'll include in a future issue of this column.

See y'all next month.





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**TET**

**- WINNER -**

**Emergency Spare Key**

I have what I think is a very good tip that can prevent car lockouts. It is inexpensive and very effective. It is also very secure if one keeps it to oneself, and if few others know about it.

What I do is use weatherproof foil-type duct tape to tape a small Zip Lock bag, about the size of a car key, to the back of the front license plate. Then I slip a spare car key into the bag and seal the zip lock. It is better to use the thin metal keys, as thick keys like transponder keys will make too big a bulge.

Once sealed, I then screw the license plate back on, making sure I use large round head slotted stainless steel screws, and lightly snug the screws to the license plate holder.

Few people would expect to look there, and in the event your customer gets locked out, all

they have to do is pull a quarter out of their pocket or purse and unscrew the license plate take out the key and you are set to go.

*David T. Lee  
Washington, DC*

**WEDGE CO**

**- WINNER -**

**Bumping Interchangeable Cores**

I'm doing more bumping these days to open locks. When bumping Best, Arrow, etc. cores, keep in mind the key blank does not have a shoulder. Bumping these locks can damage the driver at the end of the core, due to the tip of the key being unable to pass through the driver. The lower area of the driver will be forced over the lower rivet and will bend. This seems to occur most often when bumping a 6-pin core as there is a space between the driver on the core and driver in the housing.

There are a few possible solutions to the problem.

1. Don't hit the bump key so hard that it breaks the driver off of the lower rivet.
2. Shorten the bump key to an appropriate length for the core that you are trying to bump.
3. Remove the appropriate amount of the back of the blade so the tip of the bump key will pass through the driver. For a

BE2 bump key, I removed .0875 of the blade back approximately .3750 from the original tip stop. This bump key now passes through the driver on both the Best and Arrow cores.

Happy bumping.

*Bob Strohecker  
Missouri*



**- WINNER -**

**Bifocals and Under-The-Dash Work Tip**

I have read many times the solutions mentioned by locksmiths who have the same problem as I do. That being how to see up under the dashboard of an automobile when you wear bifocal glasses.

Wearing them upside down is not very satisfactory, and wearing them on the end of your nose is not very comfortable. Also I am getting too old to be crawling underneath, and even if I could, I couldn't look up far enough to see what I need to see.

My solution was to have the lens duplicated on the top with the same, or just a shade weaker, prescription lens cut. I can now see through the center of the lens, or if it needs to be magnified by the bi-focal, I can look through either the

**Continued on page 98**

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# The Ultimate Security Gate Latch

**LOKK•LATCH® PRO**

Patent No. 6513351



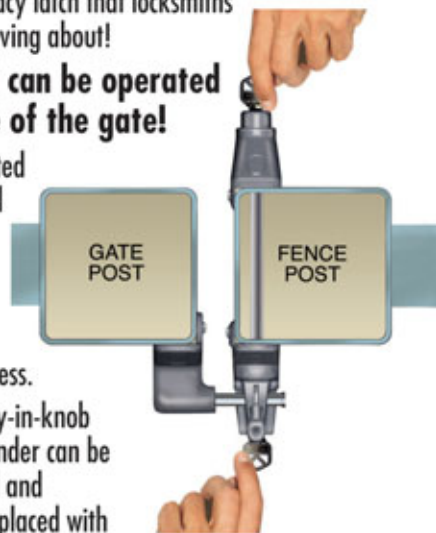
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Circle 208 on Rapid Reply



Continued from page 96

top or the bottom of my glasses. This really helps.

*Richard M. Reppert  
California*

Editor's Note: Richard, I've been there and done that. I worked for a long time by turning my glasses over and reading through them upside down. Like yourself, the glasses were hard to keep in place. Anyway, your suggestion is a good one. However, if you don't want to spend a hundred bucks for another pair of glasses—go to your favorite discount store and look at their "reading glasses". If you know your lens "number", just buy a pair of reading glasses to match that prescription and you're in business!

I did that for working on the computer. That way I don't have to crank my neck at an awkward angle to read the screen. I keep a pair in the truck for bench work, I keep a pair near my computer and I keep a pair near my reading material.



#### Focus Ignition Tip

I have a tip for the removal of an ignition switch on the Ford Focus. I have discovered that instead of drilling the face, I used a right angle drill and drilled a hole in the lock case.

I drill 1-1/16" from the face of the lock on the side-bar side of the housing. Insert a key, then with a small punch inserted into the hole, punch the side-bar. The side-bar dropped and the ignition turned.

This can also be accomplished when there is no key, with no damage to the lock, by putting pressure on the side-bar and raking the wafers like the old GM in-dash.

*David Craig  
California*



**SARGENT AND GREENLEAF**

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**- WINNER -**

#### Work Bench Tip

I think I have found the *ultimate locksmiths work station* for in the home, office, workshop or van.

I acquired these old steel typewriter desks, (General Fireproof Company.) and adapted one to be used for general locksmith work; while the other one is to be used for



**Photograph 1.**

code work and interchangeable core cylinders.

These desks are a heavy-duty type with spacious drawers to hold all of my specialty tools and pinning kits. I installed heavy-duty casters on the legs, allowing us to move the desks for cleaning (see photograph 1).

Locksmiths can obtain these desks at used furniture company stores, or by want ads in local newspapers.

Nobody uses these desks anymore for typewriters, and could be available for locksmiths use. I think any locksmith would be very happy with this type of a work station.

*Peter Uram  
Pennsylvania*

**Continued on page 100**



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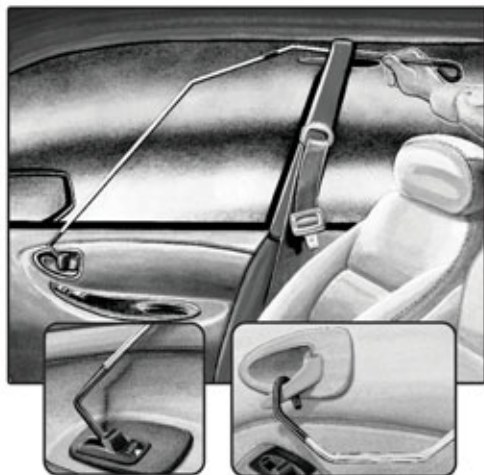
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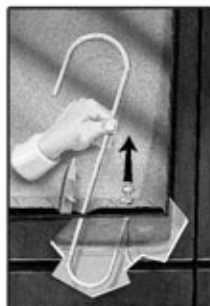
**You'll never go back to a 50 piece kit again**



**Long Reach Kit:** Stainless w/ 2 tips. Only coupled tool that will not break. Other brands have exposed threads which easily break. Comes with two extension tips. One is used to pull inside door handles, the other moves manual buttons and power switches.



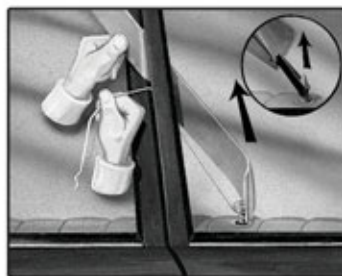
**Flush Mount Tool:** Stainless. Now you can easily lift flush mounted lock buttons installed on many of the newer vehicles.



**Serpent Tool:** Stainless. Large and small ends for varied door widths.



**Wing Window Tool:** Stainless. Double ended design adjusts to the many different latch sizes. *In one motion* it depresses the lock pin and rotates the latch.

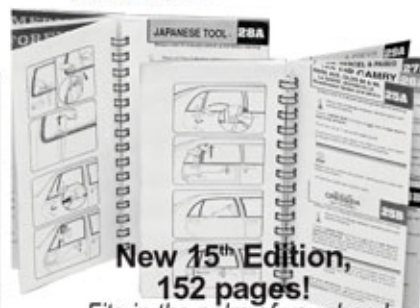


**Mercedes Strip:** Made of superior high strength Lexan plastic. Opens straight pin or mushroom type buttons.

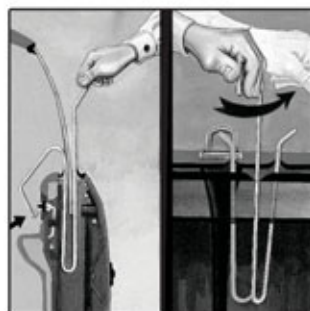
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**- WINNER -**

**Transponder Blank Tip**

When transponders hit the scene around 1996, there were very few transponder blanks to keep track of. The good thing about that; is that they were

easily identified. Today, that doesn't apply. Along with the increase in the number of blanks available, the price could range from \$5.00 to \$59.00 in the aftermarket.

What makes it even worse—especially for the unwary, or unprepared locksmith—is the fact that a five-dollar blank can look like a sixty dollar blank. And of course, the five-dollar blank and the sixty-dollar blank are not compatible. So,

you can easily blow sixty dollars by inadvertently cutting a key on the wrong blank. The end result will be that you wasted an expensive blank, because you thought it would work and it didn't.

Compounding our problem is the fact that several blank and vehicle changes may occur before the information on which key to use on which car filters down to us. So when you're not sure about which key to use and you don't want to waste an expensive transponder blank, try this:

1. Stick your mechanical key in the ignition.
2. Get your programming tool ready.
3. Get the transponder blank you're not sure about, and place it next to the bow of the mechanical key. Remember to keep it there.
4. Attempt to program vehicle.

If the vehicle programs simply duplicate the cuts to the transponder key, and you're done. If it doesn't work, it means you're using the wrong blank. This also means you didn't waste a valuable key blank. Now you can try another transponder blank. This method will also let you know which blanks are compatible with the different cars.

Remember this method is only to be used when you're not sure which blank to use, and the info is not in your instruction manual, and tech support can't be reached. Always revert to your manual first.

This method has saved me transponder blanks, and will help you save as well.

*Jonathan Muhammad  
Georgia*

**Continued on page 104**

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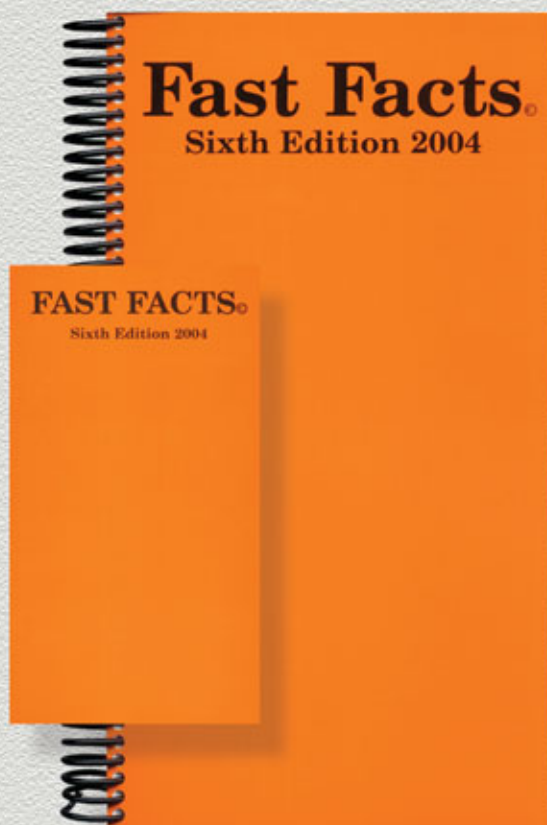
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# ILCO

— WINNER —

## Smooth Impressioning Tip

When I prep a key blank for impressioning, I use an emery board to smooth out the rough edges on the blank. I find that the smooth side of the emery board when filed from tip to bow, leaves a very smooth and clean edge, and the marks show up better.

Emery boards can be found in any drug store, or they are often given away by cosmetics dealers such as Mary Kay or Avon.

*Richard M. Reppert  
California*

# KEDEX

— WINNER —

## Mortise Cylinder Turning Tools

I made a set of turning tools for mortise cylinders. Take a blank from whatever keyways that you encounter in the field and cut the blank to the deepest cuts, plus just a little more to clear the keyway.

When you have to pick open a mortise cylinder, Pick the lock and then insert the blank after you get it to turn a bit and this will give you extra torque to help retract the bolt or latch. This will also keep the top pins from dropping into the bottom of the keyway when you turn the plug past 6:00.

*Frank Kitchen  
Indiana*

Editor's Note: Frank, I thought that's what screwdrivers were for! Actually, I've used the idea myself and can vouch for its effectiveness. Also, when you're removing a mortise cylinder and even after loosening the retaining screws and the cylinder won't turn, I use an uncut key blank inserted in the cylinder to help give me enough torque to spin the cylinder out.

# LOCKMASTERS

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— WINNER —

## Numbers Game

I use a PRO-LOK Blue Punch machine to cut most of the keys in my lock shop. Schlage is the standard on the campus where I work. I realized one day that I was having trouble reading the depth markings on the code bar. The numbers are stamped into a light gray steel bar. They are under a large handle and are often shadowed by my head when I am hunched over the machine trying to read the numbers.

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Continued from page 104

I used a felt tip pen to fill in the numbers with black ink. I then lightly cleaned the ink off the surface of the steel with a paper towel and solvent. I now find the black numbers much easier to read. This makes using a fast punch machine even faster and less prone to error.

*Bruce Setterlund  
California*

## Sieveking Products Co.

- WINNER -

### Dremel® Tool Cut-Off Wheels

I often use my Dremel® tool to adjust strike plates, install strike plates, cut down bars, cut screws, etc. I use either the thin cut-off wheels (Dremel® No. 409 - packed 36 pieces to a vial) or the preferred thicker cut-off wheels (Dremel® No. 420 - packed 20 pieces to a vial).

Sometimes I can't find the No. 420 cut-off wheels, so I am forced to purchase the No. 409's. These wheels constantly have trouble staying in the mandrel properly and break very easily. During a recent strike adjustment the mandrel was boring the center hole of my No. 409's and the mandrel would not tighten to hold the cut-off wheel in place. Normally, I would purchase a new mandrel assuming the mandrel was worn out. I thought about how I prefer the thicker cut-off wheel and decided to try an experiment by tightening two of the thinner No. 409's into the mandrel at the same time. Presto, an instant and better than expected solution.

I recently installed an Adams Rite 4711 latch and used my Dremel® tool to cut down the aluminum frame to install the strike. I used only four of the No. 409 cut-off wheels during the installation, where in the past I have needed half a vial. Hope this helps someone out.

*Jeffrey Hula  
Virginia*

**LAGARD**

- WINNER -

### Ford Focus Opening Tip

I have been using the High Tech car opening tools since the day they came out, and for the most part the opening methods as described, work with their tools. Every now and again the opening turns out to be more complex than it should be, and so the reason for this tip.

When opening the Ford Focus, they call for an attack on the latch mechanism, which is covered by a piece of plastic and therefore out of sight. I personally do not like to blindly fish around for my car opening sweet spots, but would rather attack something I can see which then becomes something to duplicate for future openings.

My tip is to use any of the many door spreader tools i.e., Glassmaster, Air Wedge™ or Jiffy Jack to safely create a wide gap at the top of the door; and then use a long reach tool to grab the door handle and just pull. The door will pop open without any fuss.

*Larry Kanzer  
Pennsylvania*







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# 1999 Kawasaki Police 1000



• PART 2 •

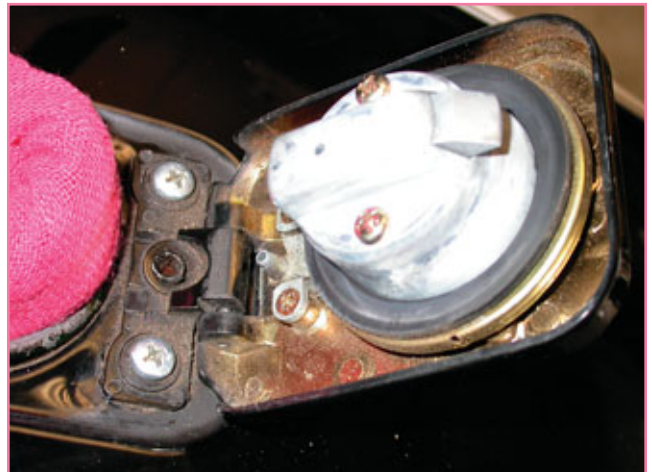
BY JOHN BLANKENSHIP

*Last month we covered the seat lock. This month we conclude with the gas cap lock and saddle bag lock.*

## Gas Cap Lock



**1.** This view from the drivers seat shows the ignition/steering lock in front of the handlebars and the gas cap lock on top of the gas tank. You need to remove the fairing before you can gain access to the two bolts that secure the ignition lock from underneath. To remove the gas cap lock you need to pick it 90 degrees clockwise and lift it from the front. There are only three wafer tumblers so it picks easily.

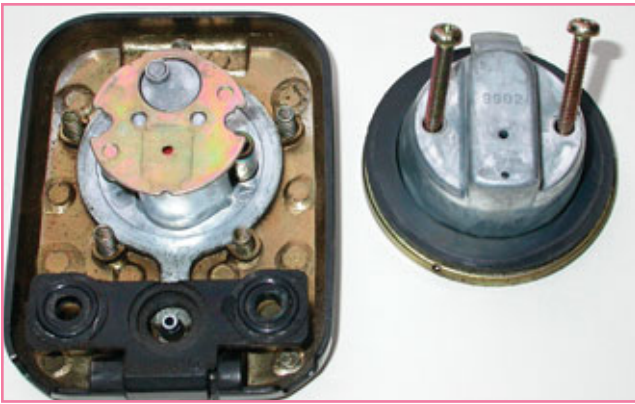


**2.** Stuff a rag into the filler neck and remove the two Phillips screws that secure the hinge to the gas tank. Now you can take the gas cap unit to a workbench.

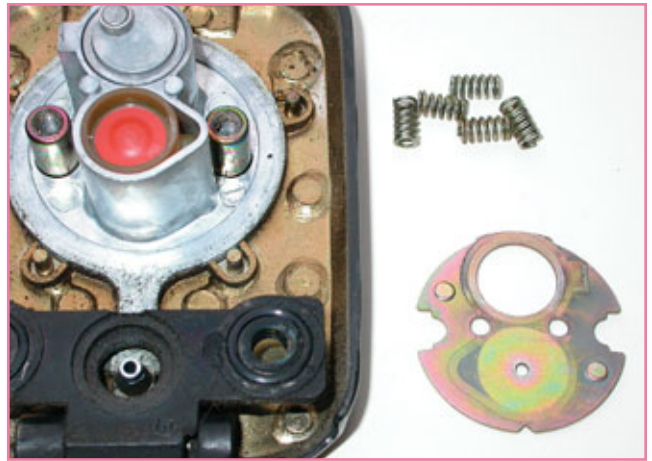


**3.** Remove the two Phillips screws that secure the lock bolt housing.

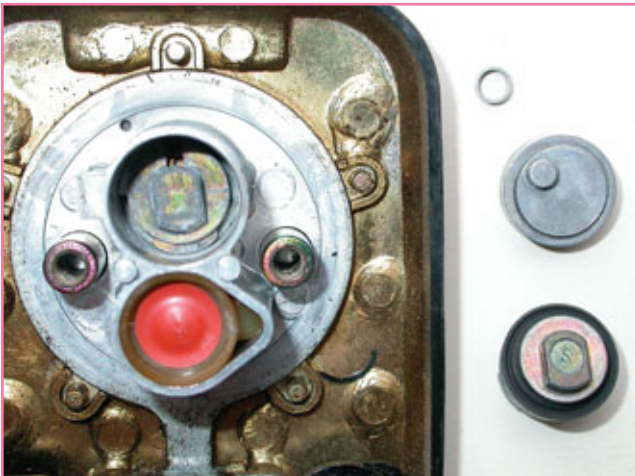




**4. The lock bolt housing has been removed along with the compression ring and gasket.**



**5. The round plate and compression springs have been removed. I put some grease on the round plate and replaced it in the lock bolt housing when I reassembled it. The grease will hold it in place.**



**6. The outer tailpiece and bushing were removed and placed on the top right. Then the inner tailpiece was removed and placed on the bottom right. I used pliers to pull them out. Now the retaining wafer can be seen on the bottom side of the plug. Depress it and push the plug out the front. Be careful and do not allow any wafers to spring or fall out.**



**7. The gas cap plug contains three wafer tumblers in spaces 4-6. An X103 blank inserted into the keyway shows the**

**last three cuts are 121. Notice that the key is tip-stopped in this lock.**

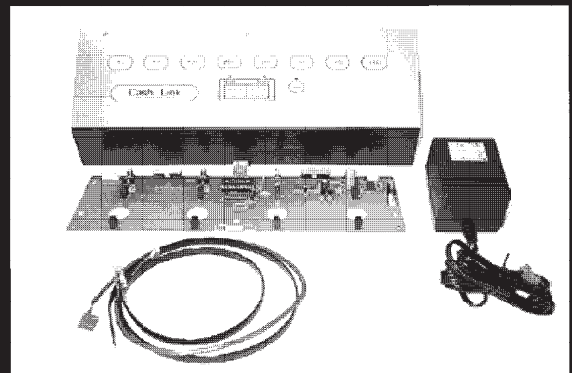
## Saddle Bag Latch



**8. This is the left saddlebag luggage and the one on the right is a mirror image of it. Each one has two latches, one on the front and one on the back.**



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9. This is a close-up view of one of the latches.



11. The latches are secured from the inside by two screws.



10. This is the original key for the saddlebag latches; FRANZEN 1400 is stamped on it. It is available from Blue Dog and is luggage key #135.



12. This is the radio box that is mounted behind the seat. The owner did not have a key and fortunately it was not locked.

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13. This is the front of the Chicago lock on the radio box.



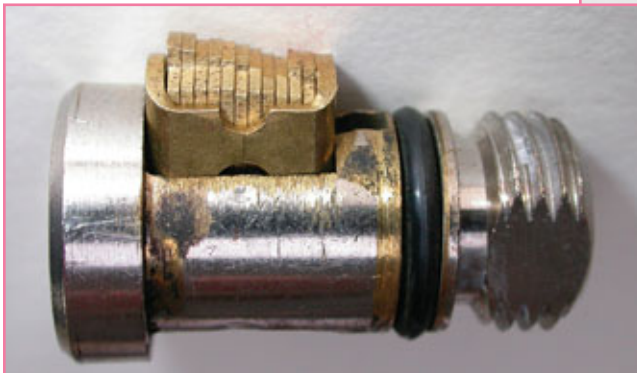
14. Remove the nut that holds the tailpiece on and push the plug out the front. There is an o-ring around the back of the plug that offers resistance so you may need to use a punch to push it out.



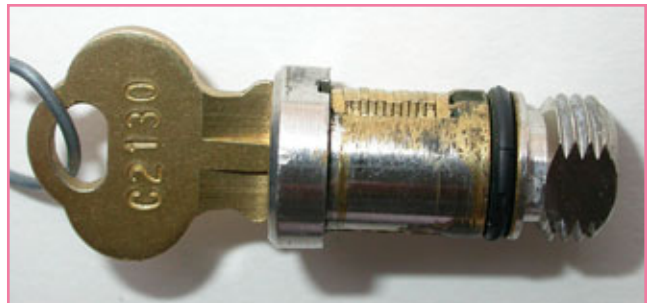


15. The nut and tailpiece were removed and the plug was pushed out the front.

16. I used Chicago part number 3104S KA 2533, named Wafer Frame, and it sells for around \$5. It includes two keys along with wafer tumblers enclosed in a frame.



17. The old wafer frame was pushed out and the new one is pushed partway in.



18. The key brings all of the wafers to the shear line. I put some silicon grease on the o-ring and reinstalled it.

#### Codes

Z5001-Z6000

#### Blank

Ilco X103 (KA14), Curtis KA16, Silca KW7 or KW12, JET KA14-NP

#### Spacing

1=.098, 2=.197, 3=.295, 4=.393, 5=.492, 6=.591

#### Depths

1=.258, 2=.238, 3=.218, 4=.199

#### Card Number

CMC50

#### DSD Number

420

#### ITL Number

259

#### Curtis

KA-1 cam & KA-1A carriage

#### Tumbler Locations

	1	2	3	4	5	6
Ignition:	X	X	X	X	X	X
Gas:				X	X	X
Seat:	X	X	X	X	X	X

Ignition: 1-6

Gas: 4-6

Seat: 1-6





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## **Yankee 26th Annual Security Convention**

This year's conference will be held from October 20<sup>th</sup> through the 24<sup>th</sup>. Now in its 26<sup>th</sup> year the show is the premier locksmith and security event in New England.

This is a traditional 5 day event, with the first three days devoted to

over a dozen hands-on full day classes. Instructors are gathered from around the nation and bring an enormous amount of knowledge and experience to the workshops. The remaining two weekend days are reserved for the exciting trade show event, featuring over 80 security exhibitors. The Yankee Security Conference and Trade Show is held at The Sturbridge Host Hotel in historic Sturbridge, Massachusetts.

## **Select Hinge Earns 60-Minute BR and FE Certification**

The SELECT 85-inch SL27 HD continuous gear hinge recently passed stringent U.S. Department of State tests for high-security applications and is now



approved by the DOS for use on State Department entrances. Earning a 60-minute BR and FE certification, the SELECT continuous geared hinge is proven to handle most high security applications.

Testing included the forced entry (FE) and Ballistic Resistance (BR)

of Structural Systems tests (SD-STD-01.01). Conducted at H.P. White Laboratory, Inc. of Street, MD an independent small arms and ammunition research laboratory, it was part of required strength testing of DOS building entrance system, a precautionary measure to protect American Embassy Personnel. The SELECT hinge achieved the DOS's longest protection level 60 minutes.

## **TAOL 32nd Anniversary Convention**

The Association of Ontario Locksmiths celebrates their 32<sup>nd</sup> anniversary convention Friday, September 10<sup>th</sup>, 2004. The convention will be held at the North Toronto Sheraton Hotel, situated at the north east corner of Hwy #7 and Leslie Street, Richmond Hill. The Exhibitors show floor will be open from 3PM to 8PM September 10<sup>th</sup>. The exhibitors will be able to set up their booths from approximately 9AM.

Friday night after the show is their Locksmith Olympics along with a meet & greet social. Saturday night is TAOL Casino Night at approximately 7PM, there is no charge for either Friday or Saturday's function. There may be some seminar time available Saturday September 11<sup>th</sup> from 4PM to 6PM, if interested please contact the office of TAOL.

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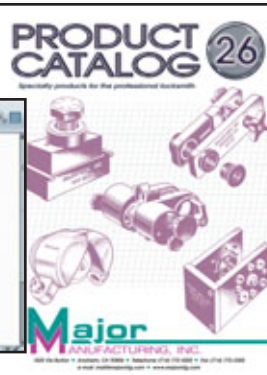
### Specialty products

for the professional locksmith and installer

Major Manufacturing was created to better serve the trade by providing specialty installation equipment, servicing tools and supplies not otherwise commercially available to the professional locksmith and installer. Major Manufacturing is headed by Bill DeForrest, a professional in the security field with over thirty years of hands-on experience in locksmithing, wholesale distribution, equipment design and production.

From their signature product, the Kee-Blok, to the multi-faceted Hardware Installation Tools (HIT Series), Major is committed to providing the quality tools and supplies needed by our changing industry.

Just one of the several new additions to their site is the Afco/Omega line of lock guards, mounting brackets, slide bolts, strikes and other security products acquired earlier this year. Major reintroduced these products that were missed by our industry and to provide a renewed opportunity for those unfamiliar with these reliable products.



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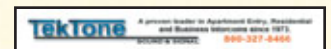
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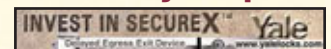
[www.select-hinges.com](http://www.select-hinges.com)

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Taking Industry Products for a...

# TEST DRIVE

## The Hole Saw Alignment Guide

by  
**Tri-City Lock Company**

### THE NEED:

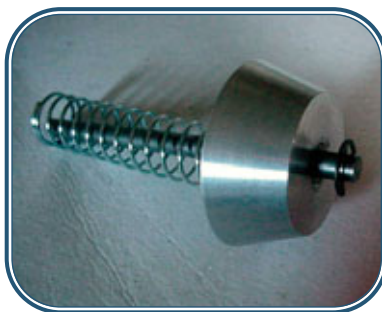
Anyone who has replaced door locks for any time at all has run into the problem of the existing hole in the door being too small for the lock you are going to install. This is especially true in older wooden doors, but it does happen in steel doors as well.

In the past, we resorted to clamping plywood forms on the door with C clamps to keep the drill from wandering and scaring the door. This worked, but it was not exact and sure didn't look professional. Next we found the jig and we began lugging the necessary tools and equipment to use the "new" tool. It worked better than the plywood and sure gave a more professional appearance to the customer, but it had a few shortcomings. Not the least of which was catching the hole saw on the edge of the jig while drilling and moving the entire rig out of line. I mention that from personal experience.

### THE ANSWER:

I am sure Daniel Mello from Tri-City Lock Company has had the same experiences I have had with enlarging holes because he has come up with an ingenious little tool that may well revolutionize the way we enlarge holes. I know it has changed the way I do the job.

The tool is The Hole Saw Alignment Guide. The tool is very lightweight and saves a considerable



amount of time over the jig method. The guides come in three sizes: 1-1/2" for a 2-1/8" hole saw, 5/8" for a 1 inch hole saw in a 5/8 inch existing hole and a 3/4" guide for a 1 inch hole saw in a 3/4" hole.

### USING THE GUIDE:

The guides are meant to work with hole saws so you will have to have the correct size hole saw for the job. The instructions for using the guide are:

1. Before inserting the Guide into the hole saw, take it out of the drill chuck for safety. Take out the pilot drill and insert the spring onto the threads inside the saw, turning it clockwise to seat it. Insert the Guide in the spring and the hole where the pilot bit was. Before tightening the setscrew, use your fingers to push the Hole Saw Alignment Guide cone into the hole saw so the widest diameter of the cone is even with the teeth of the hole saw and tighten the setscrew. Insert the hole saw into the drill chuck and tighten.
2. Drill half way through the first side and then finish the hole by drilling from the opposite side. This assures that no splintering will occur.
3. Apply a small amount of lubricate to the Guide shaft before each use.
4. Use ONLY with 1-3/4" deep or deeper hole saws.

The guide is made to slip into the hole saw and does not interfere with

### IN SUMMARY:

**DESCRIPTION:** Tool designed to guide the hole saw during enlargement of holes for cylindrical locks.

**PRICE:** \$18 to \$49

**COMMENTS:** This tool works very well. A worthwhile investment for your toolbox.

**TEST DRIVE RESULTS:** I found the Hole Saw Alignment Guide to be just as advertised, a quick, efficient, clean method of enlarging a hole for new lock installation. The tool is well made and well thought out. It is obvious that a working locksmith invented the tool. Some of the best tools we have in the business came from on the job needs we all have experienced.

the drilling once the hole saw has begun its cutting. It will recess into the hole saw far enough to allow you to drill over half the way through the door even if it is a 2" door.

I suggest if you do many of these installations that you have a 2-1/8" hole saw just for this purpose. Keep the Guide in the hole saw in your toolbox. The time saved by having the guide set up and ready to go will pay for the hole saw in short order.

### PRICE:

HS-1 Guide for 2-1/8 inch hole	\$49.00
HS-2 Guide for 5/8 inch hole	\$18.00
HS-3 Guide for 3/4 inch hole	\$18.00
Complete set	\$105.00

### ORDER INFORMATION:

**Tri-City Lock Company**

20059 Pleasant View Drive

Groveland, CA 95321

Phone #: 209-962-4692

Fax #: 209-962-4910

Website: [www.tricitylock.com](http://www.tricitylock.com)

E-Mail: [simello@mlode.com](mailto:simello@mlode.com)





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